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MOTOR SPORT

Vol. 4 No. 7
January—February 1928

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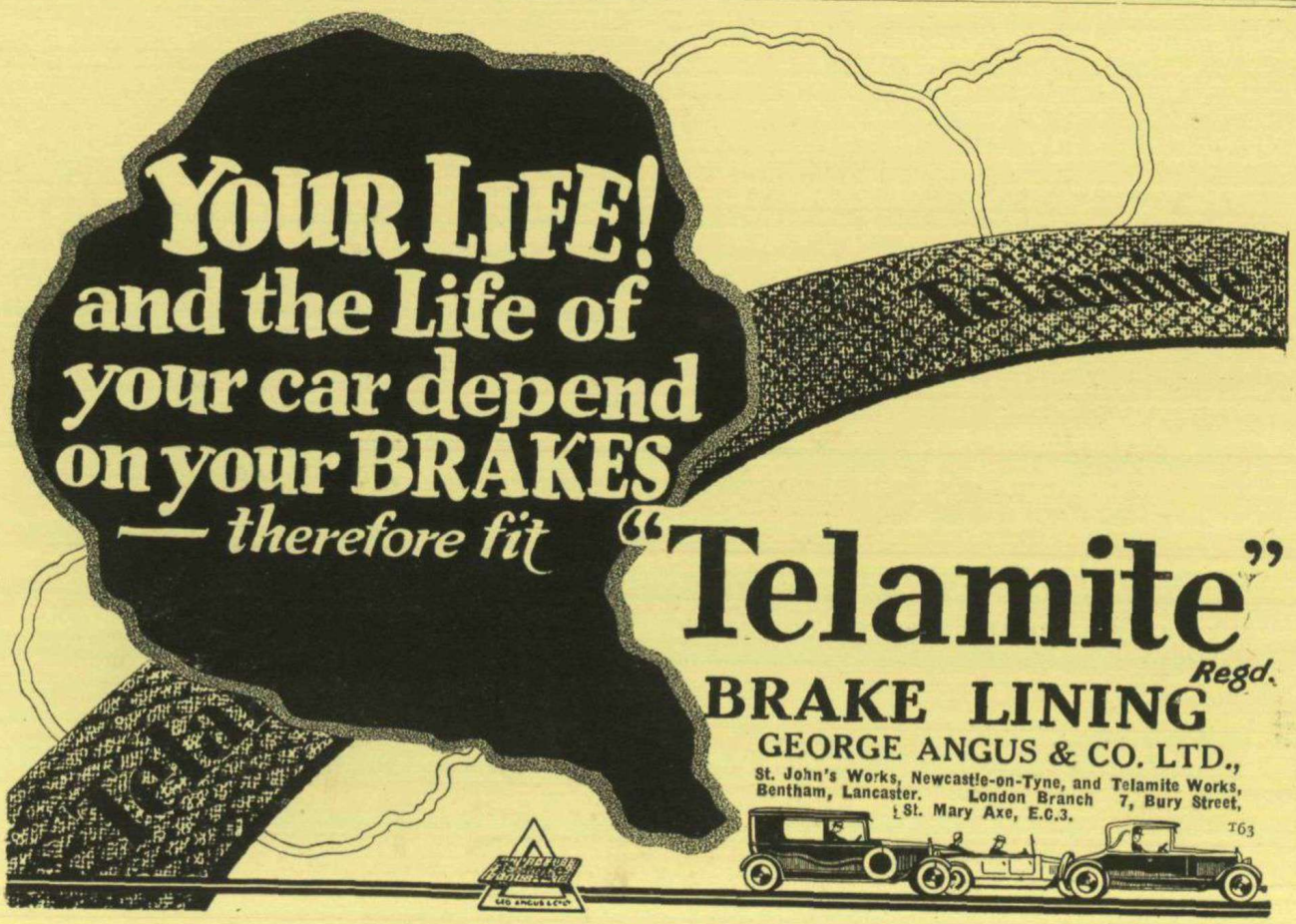

THE LEAGUE OF MOTOR SPORTSMEN

INAUGURATION OF A NEW LEAGUE OF FELLOWSHIP

Incorporated by *Motor Sport*, the 100 per cent. Sporting Journal, the Organ of Motoring Sport in the British Isles.

The Spirit of the Road is no longer to be a thing of the past. You will be a member of a Fraternity of Good Fellows, the finest company in the world, the Motoring Sportsmen.

Membership of the League of Motor Sportsmen is open to all who take an active and enthusiastic interest in Motor Sport in all its branches.

The League Badge—obtainable on enrolment, price 3/6—initiates the wearer into the new Brotherhood of the Road.

The Annual Subscription to *Motor Sport* of 8/- brings a copy of the only Journal devoted to the greatest of all sports to your address every month.

Members of the League have at their service the expert advice of *Motor Sport* staff, who are in closest touch with all matters motoring.

Whenever possible, parties will be organised under the direction of the staff (themselves all enthusiasts) to visit the more famous sporting meetings throughout the year.

Wherever you go, on the road, in trials, or at race-meetings, you will find brother members of the Sportsmen's League.

Members will recognise each other on the road, and render each other that willing aid and chivalrous help which used to be inseparable from motoring in the old days.

OBJECTS OF THE LEAGUE.

With the support of sporting motorists throughout the country the League will strive :—

To promote the cause of Road Racing in this country.

To foster Motoring Sport in all its aspects.

To combat unjust Police persecution.

To educate Public Opinion, which is so definitely anti-motorist.

To restore the Chivalry and Fellowship of the Road, which, with the increase of purely utility motoring, is fast dying out.

To establish a bond between all owners of sports vehicles, cars or motor cycles.

To show, by example, that the owner of a sports machine is the finest and most competent driver on the road, and by adopting the slogan of "Speed with Safety," show to all other road users that the members of the League of Motor Sportsmen are drivers whose consideration for all road-users is equalled only by their expert driving.

HOW TO ENROL.

Membership of the League is open to all subscribers to *Motor Sport*, whether drivers of cars or motor cycles, or simply enthusiastic followers of the sport.

Fill in the form at the foot of this page, or write giving the required details.

Only those who, in the opinion of the Editor, are *bona fide* motoring sportsmen, are eligible for membership of the League. State what vehicle you own—car or motor cycle—or what interest you take in the pastime.

If you already are a subscriber to *Motor Sport* remit only 3/6 for the League Badge. If not yet a subscriber, remit 8/- extra to cover twelve months' subscription.

The Badge of the League and Membership Card will then be forwarded post free.

Postal orders should be crossed, and cheques made payable to Radclyffe & Hutchings, Ltd., 28, Victoria Street, London, S.W.

LEAGUE OF MOTOR SPORTSMEN—FORM OF ENROLMENT

I desire to become a member of the League of Motor Sportsmen.

I am not* already a subscriber to MOTOR SPORT, and enclose ..... to cover subscription,* and Badge of the League.

I will endeavour to further the objects of the League, and agree that the Editor may refuse me admission or cancel my membership at any time if he should consider this expedient for any reason whatsoever.

* Strike out the word(s) which do not apply.

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Edited by L. A. HUTCHINGS.

JANUARY—FEBRUARY, 1928.

PRIVATE CHALLENGES AND THE GREAT RACES.

RACING enthusiasts cannot fail to have observed a considerable darkening of the winter sky, caused by a veritable hail of down-flung gauntlets, gages, or whatever superfluous handwear it was that our ancestors used, to signify a quarrelsome state of mind.

We refer to the crop of private challenges and wagers which seems to have sprung up during the last few months as a result of varying beliefs in the capabilities of different cars.

The ball was set rolling by M. Weymann, who wagered 25,000 dollars that an Hispano-Suiza would go further than a Stutz (backed by Mr. Moscovic), in a period of twenty-four hours. This dispute is scheduled to be settled at Indianapolis on April 16th, and from our experience of both cars should prove a closely fought-out duel.

Next to enter the lists was Captain Woolf Barnato, that staunch champion of Bentley's, who has challenged the winner of the above contest to a match with a 4½-litre Bentley—to take place, it is said, during the Grand Prix d'Endurance at Le Mans. It is not clear yet whether this latter challenge has been taken up but, in the interest of the Le Mans entry list, it is to be hoped so.

Next we have the 24-hour race between George Duller, on a 3-litre Bentley, and J. P. Turner, on an Austro-Daimler, each driver to remain at the wheel for the whole period of the race.

Finally, we have Mr. S. F. Edge's broadcast challenge to any stock car for a 15,000 mile race with a 6-cylinder A.C.

Now, all these challenges show a real enthusiasm on the part of the various owners and manufacturers concerned, and it seems strange that this enthusiasm so often fails when it comes to the point of entering in any of the classic racing events.

Surely, if it is desired to display genuine confidence in a car, the field of open competition is the place to do it. These private matches are all very interesting to the participants, but the results can easily be distorted or hushed-up if necessary, and how much more interesting it would be if all could be set off against each other with the Le Mans scenery as a background.

Surely Stutz and Hispano-Suiza have sufficient confidence in their cars to allow them to perform on the road, and surely an A.C. can perform as creditably over 24 hours as it can over 15,000 miles.

However, it seems unlikely that these private affairs will be combined in any one event, but let us beg that Mr. Edge, Captain Barnato and the other captains of industry concerned, will retain some of their enthusiasm for open competition, so that 1928 may see really "bumper" entry lists.

* * *

The Proprietors of *Motor Sport* wish to announce that the present issue is a combined January-February number. Owing to recent reorganisation the Magazine has been published behind time, but henceforward *Motor Sport* will appear on the first of each month.

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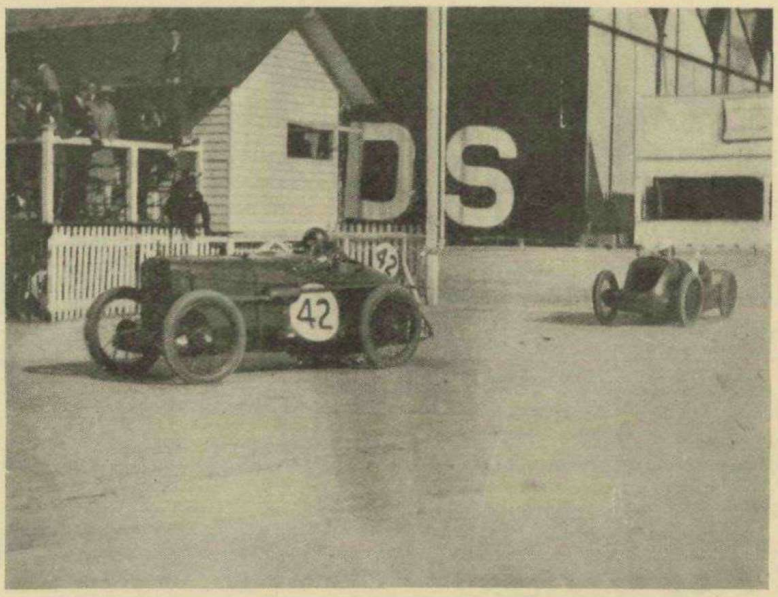
GREAT RACING MARQUES.

XI—AUSTIN.

By E. K. H. KARSLAKE.



A. WAITE and GORDON ENGLAND ON AUSTINS IN THE 1926 200 MILES RACE.

IN the days when the Wolseley "beetles" were upholding British prestige on the Continent, Sir Herbert Austin was an energetic member of the Wolseley staff. It is not surprising, therefore, that after he had started, in 1905, to make motor cars on his own account, it was not long before he began to turn his attention to motor racing; and on the entry list for the 1908 French Grand Prix, at Dieppe, there figured three Austin cars.

The race was run on a limited bore basis, and while other manufacturers were concentrating on long strokes or high engine speed, the Austins represented a complete break-away from tradition by employing a 6-cylinder engine, the only other multi-cylinder exponent in the race being a French car, the Porthos. The Austin engine had the maximum bore for 6-cylinders of 127 mms but instead of adopting a long stroke they decided on a "square" engine, the stroke being 127 mms. also, and the capacity, therefore, 9657 c.c., this being one of the smallest engines in the race. The engines had side-valves and dual ignition by coil and high-tension magneto, while transmission was by a leather cone clutch and four-speed gearbox to a propellor shaft instead of the then more usual chains.

The three cars were driven in the race by Dario Resta, J. T. C. Moore-Brabazon and Warwick Wright, but as the Austin engines only developed about 100 h.p. against the 120-130 h.p. of most of their competitors, they somewhat lacked speed in comparison with the others. Warwick Wright had to retire at about half-distance with a seized engine, but both Resta and Moore-Brabazon finished the race, their Austins being the only English cars to do so.

It is a far cry from this Grand Prix of twenty years ago to the next occasion of Austin activity in motor racing. Some fourteen years later the Austin company startled the motoring world by producing a small four-cylinder car with a bore and stroke of only 54 × 76 mms. (697 c.c.), which in those days was considered absurdly small cylinder dimensions. It was soon to be proved, however, that these litt e cars were by no means to be laughed at. With the introduction of the 750 c.c. racing class, the bore was increased to 56 mms., making the capacity 749 c.c., and at the B.A.R.C. Easter meeting in 1923, A. Waite appeared on one of these machines, fitted with a racing body, and proceeded to win a race at 59 m.p.h.

After this demonstration, three Austins were entered in the 750 c.c. class of the Boulogne Grand Prix the same year, by Waite, Cutler and King. Waite retired on the first lap, but King and Cutler continued to chase Senéchal on his racing car, until Cutler finally overtook the Frenchman, only to go out with big-end trouble. King was also unfortunate, for he skidded on the tram lines at the Boulogne fork and overturned.

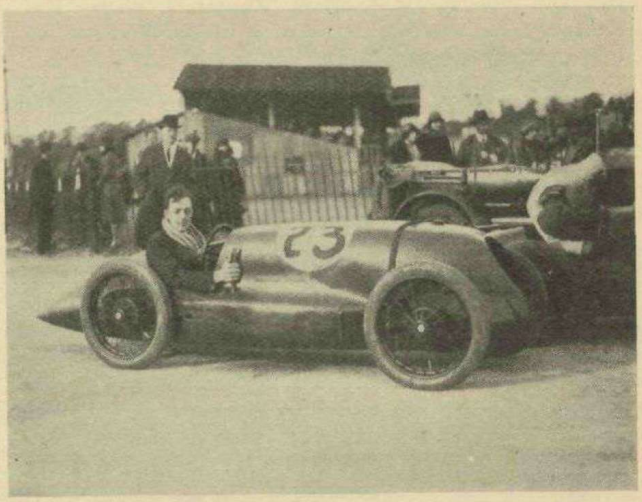
In spite of these misfortunes, however, Waite and Cutler started again in the Grand Prix des Voiturettes at le Mans a few weeks later, and were accompanied by Roddis on a third Austin. For all the early part of

GREAT RACING MARQUES—continued.

the race the Austins ran in close company with their leader in third place in the 750 c.c. class. At about half distance, however, Cutler fell out, but Waite and Roddis continued and finished third and fourth.

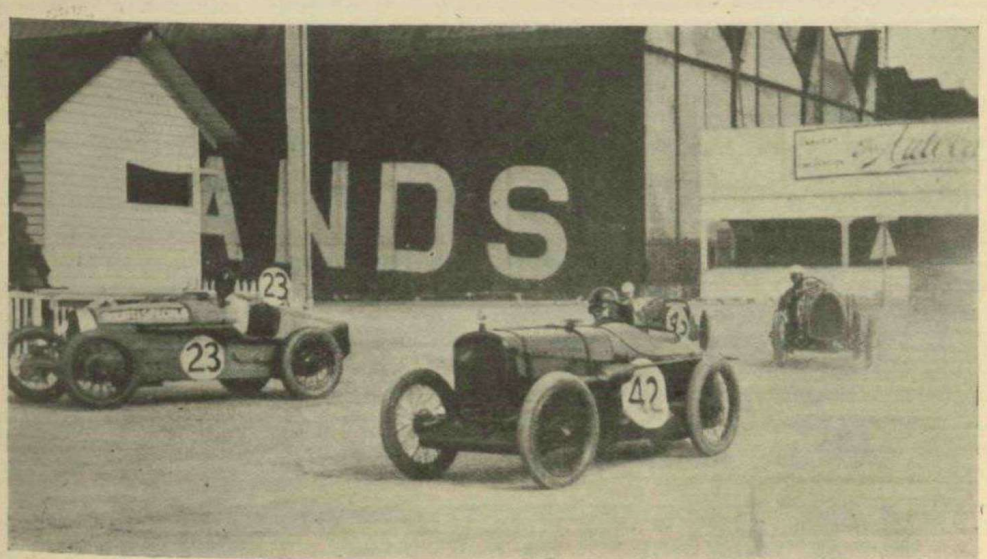
While these cars were engaged in Continental road races, E. C. Gordon England was demonstrating the actual speed capabilities of the little car at Brooklands. He set out with a specially streamlined model to attack the 750 c.c. class records, and succeeded in annexing a whole bunch, from five miles at 79.6 m.p.h. to 73.5 miles in one hour. This performance was merely the prelude to sterner things, for, at the end of the season, he decided to enter the car for the 200 Miles Race. In those days there was no 750 c.c. class in this event, and the little car had, therefore, to run with the 1100 c.c. machines. England, however, set out, nothing daunted, for though he could not hope to have the speed of the 1100 c.c. cars, he knew he could count on absolute reliability. For the first part of the race he was not very prominently in the picture, but then the 1100 c.c. cars began to break up, and he finally achieved the magnificant result of finishing second after a non-stop run, and, incidentally, beating several of the 1500 c.c. cars. For the whole 200 miles he averaged 76.84 m.p.h., and in the course of this performance annexed five records from 100 miles to two hours, with a practically standard car with only a special camshaft and two carburettors to supplement careful timing.

For the 1924 race a 750 c.c. class was introduced, and no fewer than nine Austins were entered for it. Of these eight started, Gordon England again appearing with R. E. Hall, G. Hendy, J. P. Dingle, A. Waite, H. Cutler, L. T. King and A. Braid as his companions. Unfortunately, their only rival in this class, the French Vagova, failed to appear, and so the Austins were left to fight it out among themselves. Hall first got the lead, followed by England and King, but these three rapidly changed places. Before long, however, this



S. J. Bassett—A Consistent Performer on his Austin Seven.

internecine strife at high-speed began to have its effect, and Cutler and Dingle fell out with big-end trouble, to be followed by King and Waite. This only left three Austins, with England in the lead, but the latter was chased very hard by Hall until a broken connecting-rod overtook the chaser. England and Hendy, however, continued serenely, the latter finally winning at 75.61 m.p.h., and, as in 1923, beating all the 1100 c.c. class cars with the exception of one Salmson. The average speed was not so high as in the last year's race and for a rather interesting reason. Within a few laps of the finish one cylinder cut out and the race had to be finished on three; when the engine was afterwards dismantled, one piston and con-rod was found to have completely disappeared, until they were discovered in the bottom of the crankcase, where they had dropped without doing any other damage.



Austins during the 200 Miles Race, 1926. A. Waite in Foreground.

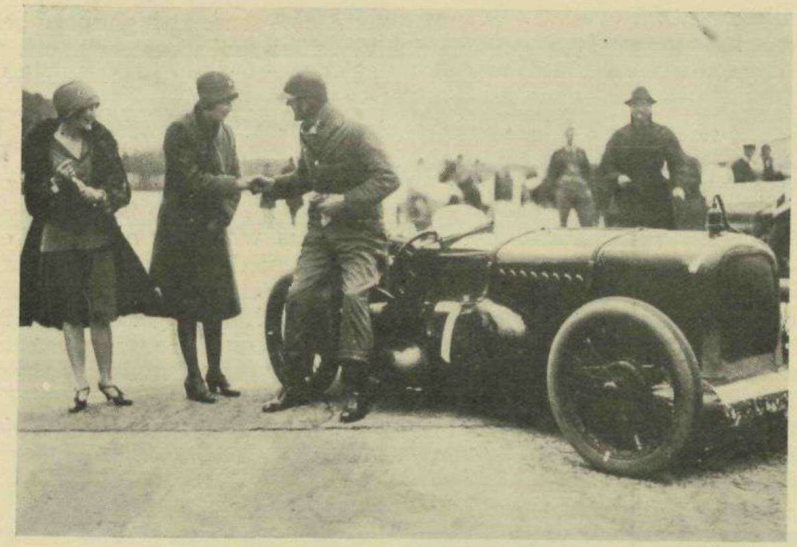
GREAT RACING MARQUES—continued.

After the race at Brooklands, England, Waite, Hall and Dingle took their Austins over to France for the opening race on the new Montlhèry track. The 750 c.c. class proved an easy thing for the Austins, for England won at an average of 73.25 m.p.h. with the remaining members of the team in the next three places, the last of them being three laps ahead of their nearest rival. Not content with this, however, Waite entered his car for the 1100 c.c. class also, and succeeded in finishing fourth, being only beaten by the Salmson team. A short time afterwards a race was held on the new track for 1500 c.c. cars, and in spite of having to compete against cars twice as big, Prince de Cystua and Michel started on two little Austins, and succeeded in holding their own well, Piere Michel finishing sixth and Prince de Cystua eighth. At the end of the season one of the little Austins made a new attack on records at Montlhèry and succeeded in running for four hours at exactly 80 m.p.h.

records up to 10 miles, all at over 80 m.p.h., and covered the standing mile at 65.73 m.p.h.; while in October he went on to take the 50 mile record at 83.74 m.p.h.

While Waite was showing the actual speed of the little Austin, however, England and Samuelson had set out to drive one in the hardest endurance test of the year, the 24-hour race at le Mans. The little car, however, had no chance to distinguish itself, as in the early stages of the race a stone went through its radiator, and as water could only be taken on after 215 miles had been covered, it had to be withdrawn. Two cars of similar type, however, took part in the next big French touring car race of the year, the Georges Boillot Cup, and were driven by England and Waite. For all the early part of the race they ran with great regularity, but on the eleventh round Waite dropped out, leaving England to take ninth place.

The San Sebastian meeting of 1925 opened with a light car race, and in the 750 c.c. class Zuliaga started



A. WAITE WITH THE OVERSIZE SUPERCHARGED AUSTIN SEVEN.

By the beginning of 1925 these performances had begun to attract the attention of sportsmen beyond the borders of England and France, and in the early part of that year R. Ricardo won the 1200 c.c. class of the Indian T.T. on his 750 c.c. Austin, while Pallo Saguier, on one of these little cars, won the 1100 c.c. class of the Montsenat hill-climb in Spain at 53 m.p.h. In the meantime, in England, the Austin Company was engaged on a new enterprise of fitting a Rootes-type supercharger to a racing Austin with a view to taking records. In April this car was brought out by A. Waite, who proheeded to take the 750 c.c. class short distance records, averaging 85.97 m.p.h. over a kilometre, which he covered in one direction at over 92 m.p.h. In August he continued the good work and took the longer distance on an Austin. He took the lead at the outset, and finally won the race with an advantage of nearly three quarters of an hour over his nearest rival.

The great event of the year from the Austin point of view was, of course, the 200 Miles Race. Five cars were entered in the 750 c.c. class, of which one driven by A. Depper had a supercharger, while the other four were handled by Gordon England, Hall, Hendy and Grey. This year the Austins had no rivals in the 750 c.c. class, but Waite entered his supercharged car in the 1100 c.c. division, the cylinders having been bored out to 57 mms. diameter, making the capacity 776 c.c.

In the smaller class, Depper got the lead with his supercharged car, while the others followed in regular order, until, at about half distance, Grey lost a back

GREAT RACING MARQUES—concluded.

tyre on the home banking and crashed. Then, however, Depper's car was afflicted with a slipping clutch, and England took the lead, while Waite, who had got into third place in the 1100 c.c., in spite of his small engine, was put out with a broken universal joint. Just before the finish, Hall also had to retire with an over-heating engine, but Gordon England went on to win the 750 c.c. class, with Hendy and Depper second and third. This year, as turns were included in the circuit, the winner's average was 61.16 m.p.h.

Before the year was out an Austin appeared once more at Montlhéry, this time in the Grand Prix de France race for motor-cycles and light cars. The car was driven by Hall, but half an hour before the start it broke its water pump. Nothing daunted, Hall pulled the pump off and proceeded to run with thermo-syphon cooling. This necessitated rather frequent stops for water, but, in spite of this, he finished second in the 750 c.c. class, less than three minutes behind the winner.

Austin activities in 1926 opened with the participation in the most strenuous road race of the season, for Zuliaga entered his Austin for the Targa Florio. The competition in the 1100 c.c. class was keen, but in spite of this, the 750 c.c. Austin went magnificently on the difficult Madoine circuit and finished third in the 1100 c.c. class. After this performance, Zuliaga took his car to Miramas, where he won the 750 c.c. class race which was run in conjunction with the French Grand Prix of that year, at 50.2 m.p.h.

In the meantime, the English season opened with a production car race organised by the J.C.C., in which Waite, Samuelson, Hendy and Walther entered Austin Sevens. Hendy retired early on with engine trouble, while Samuelson's car caught fire and had to be withdrawn. Walther and Waite, however, finished, the former winning the 750 c.c. class and averaging 51.2 m.p.h. over the 1925 200 Miles Race course.

F. H. B. Samuelson's Austin appeared again in the Grand Prix de Boulogne later on in the year, and succeeded in finishing fourth in the voiturettes class, which included the 1100 c.c. cars; and after these preliminaries attention became focussed on the 200 Miles Race. Four Austins were again entered in the 750 c.c. class, and three of their drivers were England, Hall and Hendy, as before, while the fourth car was now handled by Walther, and Waite again entered the 776 c.c. car in the 1100 c.c. class.

This year, Gordon England took the lead at the outset, closely followed by Hendy. Walther's car, however, fell out with some mysterious trouble, and Waite had to withdraw his car for the maddening reason that the body threatened to fall off. England, however, won in fine style, averaging 58.26 m.p.h. over the new course, with Hendy a good second. Two laps from the finish Hall was running well, when the officials thought he had finished and called him in, and he thus lost third place by a piece of most infuriating misfortune.

At the beginning of September, 1927, a race was organised at Brooklands for all sizes of sports cars, but in which fuel was limited and handicaps given in relation to engine size. J. P. Dingle entered his Austin Seven, and as this was the smallest car in the race, he was sent away first. The little Austin, however, soon showed that it possessed extraordinary speed for its size and he finished in the same position in which he had started, averaging 52.1 m.p.h. over a course with turns with a consumption limit of 32 m.p.g.

Six Austins were entered for the 750 c.c. class of the 1927 200 Miles Race, and had a Ratier as their only rival. They soon showed, however, that they were much the fastest of these little cars; and once more they proved that in this racing class the Austin enjoys such pre-eminence that serious competition has practically vanished, and is, in fact, the only English car which is in a similarly enviable position.

THE BROOKLANDS AUSTIN SEVEN IN ITS PRODUCTION FORM.

MOTOR CYCLE ROAD RACING AT THE ALEXANDRA PALACE.

The North London Motor Club have secured the rights to stage Motor-Cycle Racing in the Alexandra Palace, and the first meeting will take place on April 28th, for which an open permit has been granted to the organizers by the Auto-Cycle Union.

An excellent course has been obtained, which is about two miles in length, and which includes nearly a half-mile of straight road.

Arrangements are being made for a large entry and the organizers already have a considerable list of riders, who are keen on participating.

Provision is also being made for a large number of spectators to view the races in comfort, while there will be no charge for the admission of cars and motor-cycles to the Park.

Further particulars are obtainable on application to A. W. Day, Esq., of "Claremont," Ballards Lane, Finchley, N.3.

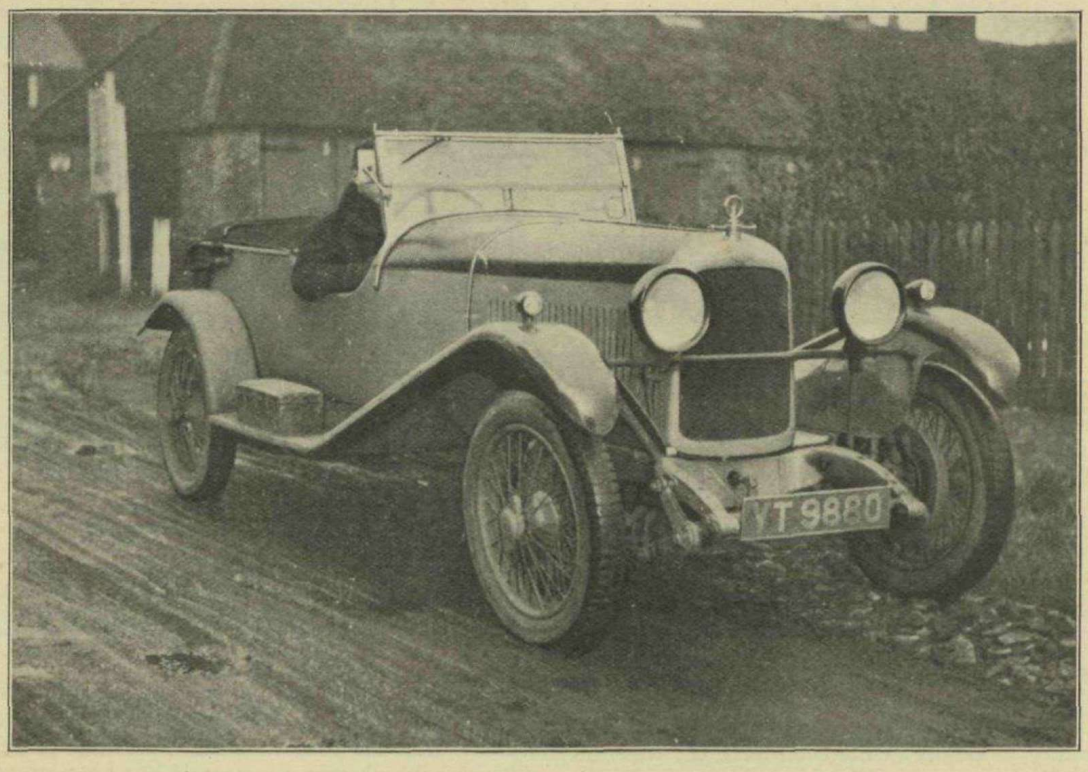
SPORTING CARS ON TEST.

THE 2-LITRE LAGONDA SPEED MODEL.

By THE EDITOR.

THOUGH it is not generally realised, the firm of Lagonda, Ltd. is one of the oldest automobile manufacturing concerns in this country. Twenty-five years ago the Lagonda Tricars were famous, while in the years just before and just after the war, the firm's light cars earned a reputation for solid and unostentatious worth.

A glance at the engine reveals the presence of two overhead cam-shafts, operating inclined overhead valves in hemispherical combustion heads. This glance, however, does not reveal the fact that the heads and



THE LEAN AND SPORTING LINES OF THE LAGONDA 2-LITRE SPEED MODEL.

It came as a great surprise, therefore, when, in 1925, Lagonda, Ltd., changed their policy completely and began to market an extremely modern design of 2-litre car, a variation of which is the subject of these notes.

We are indebted to Messrs. Gaffikin, Wilkinson & Co., Ltd., of Hanover Square, for the loan of a speed model Lagonda during a recent week-end, the particular car tested being their own demonstrator, which, according to the speedometer, had covered some 6,000 miles.

Before describing our impressions of the car on the road, we feel that the whole chassis demands attention from the enthusiast, so bristling is it with ingenious and useful features.

ports are polished and machined wherever possible, nor that the crankshaft is carried on five large bearings, thus minimising whips and vibration.

The camshafts are driven by inverted tooth chains and a skew gear from the left hand (or inlet) one drives the magneto which is set at right angles to the engine in a remarkably accessible position. The dynamo and the thermostatically controlled water pump are also arranged in easily "get-at-able" places and driven by shafts from the camshaft drive.

The cylinder-head, complete with valve rockers,

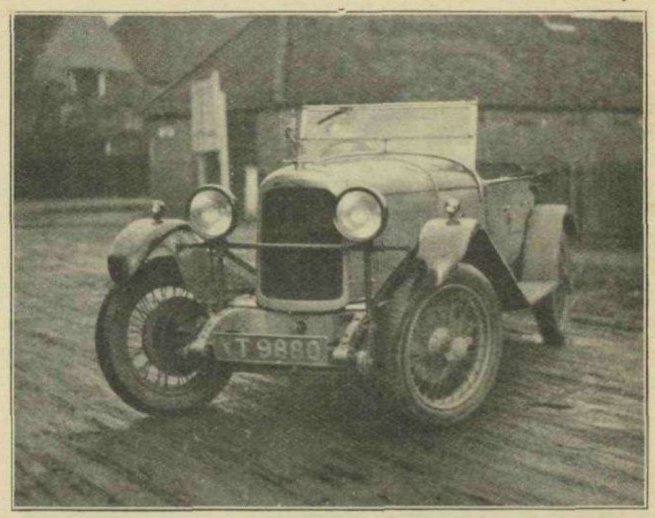
SPORTING CARS ON TEST—continued.

can be removed without disturbing the camshafts or the timing, a feature which should appeal to the owner-driver and which justifies the use of two camshafts, instead of the more usual one.

Other interesting features are, central disposition of the grease-gun nipples for the more inaccessible parts of the chassis (the nipples are grouped midway along the chassis members on either side), and the easy adjustment of all the pedal positions, apart from the actual method of taking up the fully-compensated brake gear.

So much for the main features of the car, and after registering a mild thrill of admiration for the lean and sporting lines of the Lagonda, we settled ourselves into the pneumatic upholstery and set out.

For once, first impressions were almost absent; maybe, we are becoming *blasé*; maybe, the car was one which did its work without demanding much concentration on the part of the driver, but whatever the cause our passage of several miles of particularly clogging traffic, in growing dusk, was performed without any one feature of the car thrusting itself before our notice.



THE LAGONDA IS POSSESSED OF AN UNUSUALLY WIDE STEERING LOCK.

Speed on Brockley Hill.

Naturally, as it was someone else's, and a strange car, we performed no fireworks in London traffic, so that no violent braking or sudden acceleration was demanded. In short, we burbled gently and sedately through the Northern suburbs until at last Edgware was behind us and the sharp rise of Brockley Hill in front. Here a certain depression occurred in the neighbourhood of the accelerator pedal and sundry needles moved round dials to positions not usually occupied by similar needles on the cars of law-abiding citizens.

Descending to actual figures, a drop to third-gear on the steep portion of the hill allowed us to maintain a speed of about 55 m.p.h. over the summit, when an omnibus caused a moment of embarassment, easily banished when the power of the F.W.B.'s was experienced. No high-speeds were indulged in until the following day, but during the evening we had ample opportunity of learning some of the good points of the car, the dipping headlights proving a particularly intriguing toy. We think, however, that the position of the lever might be improved, as, when dipped, its head comes very near the gear lever; as a gear-changing device the lamp dipper was not quite so effective as it might have been.

86 miles per hour.

On the following day a few speed-trials were carried out on a new arterial road and some interesting data were obtained. All the speeds were recorded by speedometer only, but, for reasons which will be disclosed later, we did not doubt the accuracy of this instrument.

The highest speed actually recorded was 86 m.p.h., in working up to which 52 m.p.h. and 72 m.p.h. were attained on 2nd gear (8.25 to 1) and 3rd gear (5.28 to 1), respectively. These speeds were accomplished on a very slightly falling gradient and the run in the less favourable direction, when the start was distinctly slow, failed to produce more than 70 m.p.h. on top gear, though this figure could also be attained on 3rd.

It will be seen, therefore, that the mean speed resulting from these runs was approximately 78 m.p.h., which is just about the maximum to be expected from a car of this size and type.

However, on a later occasion, with three people aboard, we achieved 82 m.p.h. and held over 80 m.p.h. for several miles of undulating road, so that a maximum of four times the legal limit is definitely within the powers of this car.

During the above incident, we unwittingly traversed a stretch of badly corrugated road at very high speed—we say unwittingly, because at the time the car certainly did not betray any sign of the state of the road and only the passengers remarked its true condition. However, on accelerating, a severe attack of wheel-wobble occurred at about 60 m.p.h. and only ceased when the speed dropped to 40 m.p.h. Thereafter we found it impossible to exceed 60 m.p.h. without the wobble recurring, so, thinking something must have been shaken loose, we stopped, and proceeded to wander vaguely round with a spanner in the way that motorists do when puzzled.

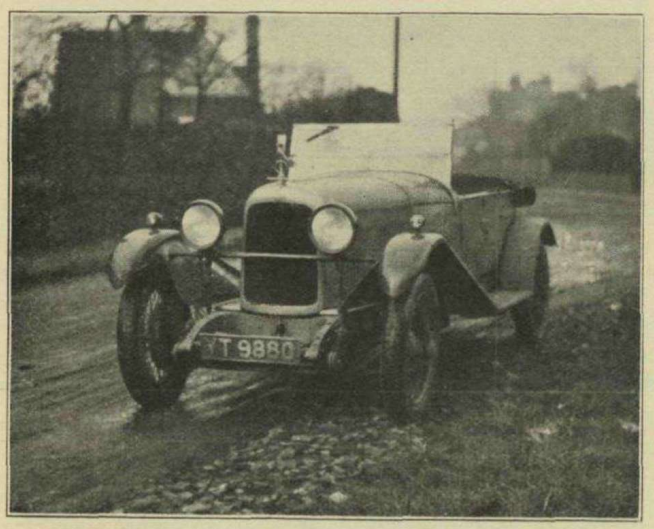
The faintest suspicion of looseness was detected and remedied in the steering-box attachment to the chassis, and the front Hartfords were taken up a whole turn. Without any real confidence, we then proceeded on our way, and lo! the trouble had completely vanished and we were at liberty to indulge in maximum speed again. After this we were careful to notice the conditions of the road surface—not because we wished to spare the car in any way, but simply because we found it so hard to believe our eyes. The Lagonda definitely ignored all irregularities of the road, and, in our opinion, must be one of the best sprung cars on the market. It was possible to drive all out over the most "potholey" roads and to be absolutely unaware that the road was anything but smooth concrete, only incidents like that described above being capable of opening our eyes to what was really happening.

SPORTING CARS ON TEST—concluded.

Light Steering.

Steering at all speeds was extremely light, and the car betrayed no inclination to wander from the intended route, but for negotiating twisty roads we should have preferred a somewhat higher gear ratio between the steering wheel and the road wheels. Probably this would involve the sacrifice of some of the lightness, but the existing arrangement required too much winding of the wheel and changing of hands on S-bends and hairpins.

On the only occasion when a skid was provoked (by running on to a totally unexpected and startling piece of ice covered road) the low-geared steering rendered correction rather uncertain.



ANOTHER VIEW OF THE LAGONDA, SHOWING THE ELEGANCE OF ITS LINES.

On corners the car was distinctly good, especially as we were often deceived into taking them rather faster than we intended, but there was a very slight tendency to roll, which just took the very smallest morsel of pleasure from the driving.

Apart from the three points so far mentioned, there was absolutely nothing to criticise on the Lagonda, and one of these points is only a matter of personal taste.

It is impossible to speak too highly of the brakes, which proved equal to the wildest emergency, could be applied hard on any surface or corner, and enabled the most phenomenal average to be maintained over twisty roads. In spite of this, they were paragons of smoothness and required practically no effort to operate. Perhaps it is because, in the ordinary way, we parade the country in a vehicle that is to all intents brakeless —but every up-to-date car we try seems to possess the most superlative brakes. However, although we have made the remark so often before, we have never tried better brakes than those of the Lagonda, and no servo business either!

The hand brake, working on the rear wheels only, is fitted with an unusual and excellent ratchet which only "sprags" the brake "on" when a button is pressed; in the ordinary way it flies "off" when released—the opposite to the usual ratchet lever and very convenient for fast driving.

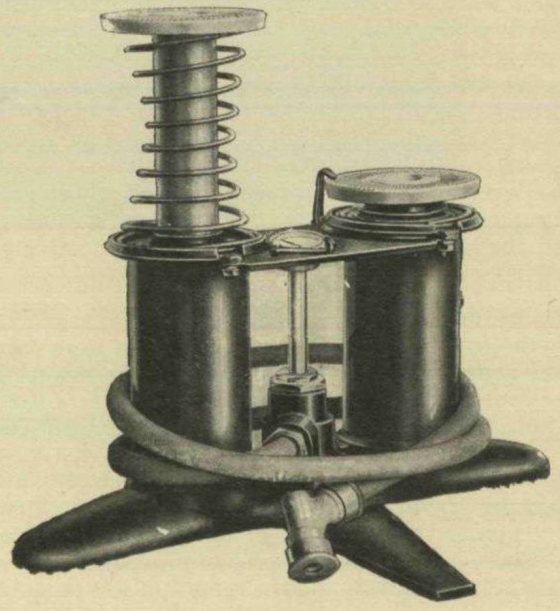
A Car for High Averages.

During a week-end we covered almost exactly 500 miles, mostly at high speed, but the petrol consumption was never worse than 20 m.p.g. and usually seemed in the neighbourhood of 24 m.p.g. The car was extremely easy and pleasant to handle at all speeds—it could hum along at an effortless 60 in the most restful manner, but if exuberance prevailed, full use had to be made of the gearbox to secure any real liveliness in accelerating from corners or checks. In this respect, the Lagonda is very similar to a well-known 3-litre car which it resembles also to a certain extent in outward appearance. If full use is made of brakes and gears, a high average is possible, as we proved, by covering the distance of 44 miles between King's Lynn and Cambridge in exactly an hour, over decidedly tortuous roads.

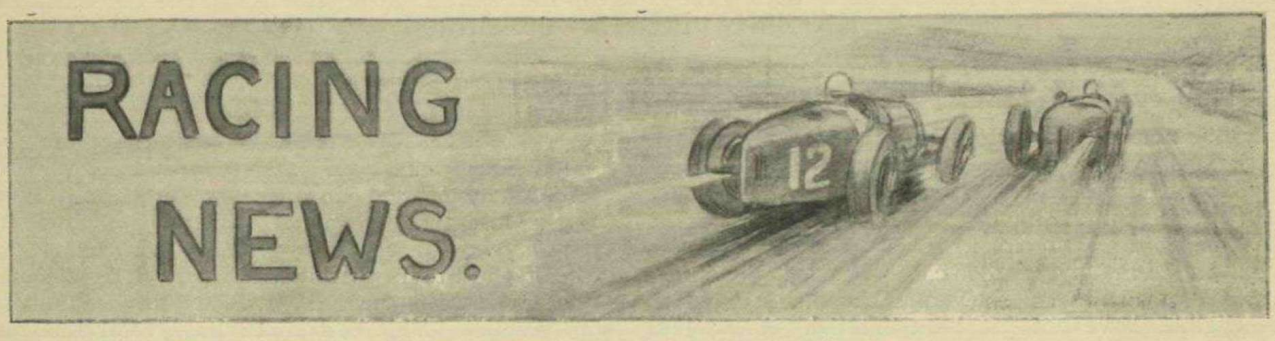
The Lagonda can, therefore, be thoroughly recommended as a charming dual personality car—for "rapid laziness" or as a real "hogbus," and it was with many regrets that we returned it to Messrs. Gaffikin, Wilkinson and Co.

The price of the chassis is £530 and of the complete car £675, neither of which sums are in any way exorbitant.

The makers are Lagonda, Ltd., Staines, Middlesex, and we understand that any reader applying to Staines and mentioning *Motor Sport* will be provided with a full range of literature and facilities for a trial run.



THE MAX-PNEU TYRE PUMP MENTIONED IN THE ARTICLE ON "ACCESSORIES FOR THE 1928 CAR."



CANCELLATION OF THE FRENCH GRAND PRIX.

RACING CAR GRAND PRIX AT NÜRBURG RING.

By our CONTINENTAL CORRESPONDENT.

The cancellation of the French Grand Prix for 1928 is an occurrence which will be regarded with much disappointment by all motor racing enthusiasts. The classic event was first run in 1906, twenty-two years ago, and up till the war it was merely called the Grand Prix, being the only race of its kind. Since then, races of a similar character have been run in England, Italy, Spain and Belgium, and although the opportunity has thus been given to manufacturers to compete in several big races in the year with the same cars, the entry lists have not been satisfactory. Finally, this year the A.C.F. were faced with the fact that Delage has decided to abstain from racing for the present, Fiat and Mercédès could give no definite assurance that they would run, and the only certain competitor was the ever-faithful Bugatti. As the "one-marque" Grand Prix of 1926, however, was not a very thrilling affair, they decided that the race should not be held, and that they would confine themselves to running the race for the Coupe de la Commission Sportive, which, as last year, will be a limited fuel consumption event.

Although in England the French Grand Prix seems to be regarded as dead for ever, this is by no means the opinion in France, where this cancellation is regarded merely as a temporary measure. It must be remembered that the race was dropped in 1909, but that in 1912 it was revived, and by 1914 had reached a degree of success which it has never achieved before or since. There is no need, therefore, to despair, and it may well be, that with a change in rules, the Grand Prix may take on a new lease of life in the near future. In the meantime, however, the other Grand Prix races are in a difficult position. England has this year got the task of running the European Grand Prix, but it seems to be doubtful whether the race will take place or not, as its prospects are not much more encouraging than those of the abandoned French race, and the same applies to the Grand Prix at Monza and San Sebastian.

Grand Prix for Racing Cars in Germany.

While the countries which have run these races in the past, however, are considering abandoning them, a new race of this type will be run this year in Germany. The German Grand Prix for racing cars will take place on the Nürburg Ring, which as a circuit has proved itself second only to the Madoine course in Sicily, on 15th July, the touring car grand prix, which was originally fixed for the 14th, having been put off till a later date. The race is for cars with any size of engine, but complying with the new international weight limit of 550 kilos minimum, and 750 kilos maximum, and will be over a distance of about 313 miles. Entries close on the 20th April, and the race will be provided with £3,500 worth of prizes. The rules, incidentally, require cars to be painted in their national colours, and disclose those of Czecho-Slovakia, which are red and blue quarters, with a white number on a black ground.

Standard Car Races.

In the meantime, the collapse of the Grand Prix type races has focussed attention on those for standard cars, and the opinion is freely expressed that this is the only type of race which has any future. In our opinion, at any rate, while races for standard cars are an excellent institution, they do not in any way replace those for specialised racing cars. While they allow manufacturers to discover minor faults in their standard productions, they do not provide a testing ground for radically new ideas, which is the real cause of progress in design. Let us consider, for instance, the case of the supercharger, which is now becoming increasingly used on standard cars. The device was originally tried out on a specialised racing car, its faults discovered and corrected, and then applied to standard productions by manufacturers who reaped the advantage of this racing experience. In 1923, when the supercharged Fiats appeared, no manufacturer would have risked fitting his standard engines with superchargers and selling them to the public, as he would have had to have done if he had wished to enter supercharged cars for standard car races; but to-day, owing to their testing on special cars, sufficient standard supercharged cars exist for them to be admitted for the forthcoming Grand Prix d'Endurance at le Mans. These cars, incidentally, will compete on a special handicap basis, having to run as far as unsupercharged cars with larger engines to put up an equally good performance on formula. This year, also, the rules for this race do not require the hoods of cars to be raised, although they must be fitted, and as well as the triennial

RACING NEWS—continued.

Rudge-Whitworth cup for the best formula performance, there will be a cup for the greatest distance covered in the 24 hours. Otherwise, the same rules are in force as for last year's event, and already a satisfactory number of entries has been received. Four cars have been entered for the final of the 1927-28 triennial cup, these being three 1100 c.c. cars, a Salmson, a Tracta and an E.H.P., and a 1806 c.c. air-cooled, 6-cylinder S.A.R.A., while the Bentley and the S.C.A.P. which are eligible, have not yet been entered. As well as these, one Alpha-Six has been entered, while Tracta have entered two more cars in the 1928-29 cup race; Alvis, B.N.C. and d'Yrsan have entered two cars each, Aston Martin three, Ariès four and Lombard six. Of these, the Alpha is a 2-litre car, the Tractas, B.N.C., d'Yrsan, and two of the Ariès are 1100 c.c. cars; the Alvises and Aston Martins are, of course, in the 1500 c.c. division, while the two remaining Ariès are 3-litre cars. As will be seen from this list, most of the cars already entered are in the smaller classes, but, while no definite decision has as yet been taken by the firm, it is hoped that a team of Bentleys will be entered, and possibly some Lorraine-Dietrichs.

PRACTISING FOR THE TARGA FLORIO. HEUSSER ON THE RACING STEYR.

The Targa Florio.

This year the Targa Florio will be run on 6th May, over the Madoine circuit in Sicily, and while real races are held on this course, one need not despair of the vitality of motor racing. This year, the race for the Targa, which goes to the driver of the car, will be combined with that for the cup, which goes to its manufacturer, and which is now run alternately in France and Sicily. The two races will be over five laps of the circuit, and the prize money amounts to 430,000 lire, of which 100,000 go to the winner, and 30,000 is special prizes for ladies. Entries do not close until 28th April, but it is already fairly certain that Bugatti, Mercédès and Steyr will compete. It is interesting to note that, since the war, neither Bugatti nor Mercédès have ever been beaten when they have entered for the Florio races, Mercédès having won in 1922 and 1924, and Bugatti for the last three years; the meeting of these two *marques* should, therefore, provide a thrilling duel. Two of the Steyrs driven by Huldreich Heusser and Countess Einsiedel arrived in Sicily in December to start practice. This Austrian car has several times made a good impression in the Targa Florio, and its winning day may not be far off. As well as these, Ambrosini, the Delage agent at Turin, has bought one of the successful 1927 Grand Prix Delages, and has announced his intention of entering it in all the big races of the Italian season, including, probably, the Targa; while, although Alfieri Maserati himself was killed last year, this young firm have got together a racing team for next year, consisting of Maggi, Tonini, de Sterlich and Borzacchini, and will probably take part in the Targa in which they made such a good showing last year. This year the weight limits for the various classes, have been abolished, which will give an advantage to the bigger cars, which have hitherto, been under a considerable handicap on the difficult Sicilian course.

The other big event of the Italian season, will be the second thousand-mile race orgainsed by the A. C. of Brescia. This race is over a course 1,000 miles in length, consisting of a round journey from Brescia to Rome and back, and is for touring cars. Last year the entries, although numerous, were almost entirely confined to Italian cars, and the race was won by Minoia and Morandi on a 2-litre O.M. This year, however, it is hoped that a more international entry list will materialise, as, indeed, it should for what is

RACING NEWS—concluded.

undoubtedly one of the most sporting events imaginable. The race will take place on March 31st and April 1st.

A New Track.

Not content with the organisation of this race, however, the Brescia club is considering the embarkation on a new enterprise. This is the construction of a track on the American pattern, five kilometres in length, at Ghedi, near Brescia. Track building is in fact, finding quite a vogue on the Continent, as there are also schemes afoot to build them at Breitenfurt, near Vienna, and at Travenuünde in Northern Germany. Finally, the Belgians are setting to work to build one at Liège. This energy in building tracks must seem, in the circumstances, rather misplaced. As far as the Italian venture is concerned, the track which already exists at Monza is in a somewhat precarious financial position, and probably no races will be run there this year at all, with the exception of the Italian Grand Prix, if it takes place ; admittedly the proposed Brescia track is to be of a different character from the Monza road-type circuit, but it is doubtful in any case, whether the development of pure track racers deserves encouragement. As far as the other tracks are concerned, it seems inopportune to construct new circuits at a time when the difficulty is to find racing cars to run on those already existing.

The Bugatti Grand Prix.

An event which promises to be one of the most sporting of the season, is the Bugatti Grand Prix. This race will be run over the le Mans circuit on the 24th June, that is to say, one week after the Grand Prix d'Endurance, and will, of course, be confined to Bugatti cars, driven by genuine amateurs, having no connection with the factory. The organisation of the race will owe much to the direction of Meo Costantini, who has decided to include four classes, as follows :—

1. 2-litre and 2.3-litre supercharged cars.
2. 1500 c.c. 8-cylinder supercharged and 2-litre and 2.3-litre unsupercharged.
3. 1500 c.c. 4-cylinder supercharged.
4. 1500 c.c. 4-cylinder unsupercharged.

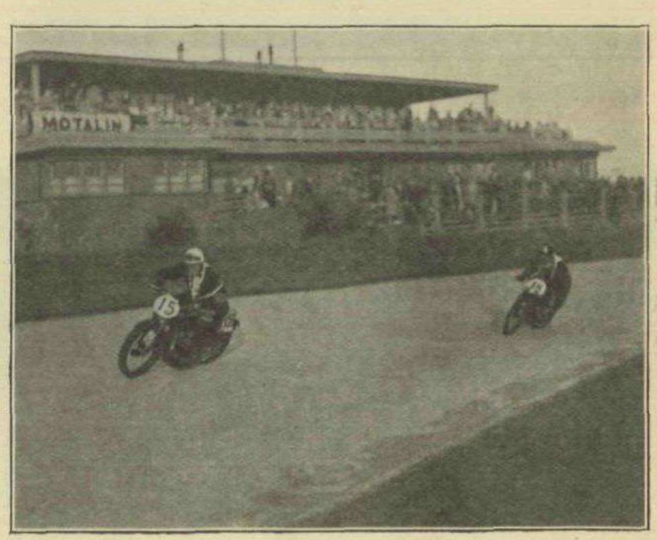
The cars will run for six laps of the le Mans circuit (about 66 miles), and then the first three in each class will be started in the final on a handicap basis drawn up by Costantini. This second part of the race will be over fifteen laps (about 168 miles), and the first three will gain important prizes, which will be paid by the Bugatti works in kind, either in the form of a new car, or repair work, etc. The first prize, for example, corresponds to a 2.3-litre supercharged car. As le Mans is quite accessible from England, it is probably that a good many English Bugatti owners will take part.

Records and Wagers.

In the meantime, interest is centred on the short-distance records which are coveted in several quarters. Malcolm Campbell will soon be leaving for the States with his car, which is now fitted with one of the Schneider Cup-type Napier engines, developing some 800 h.p., while in America, J. M. White is constructing a new monster with three 12-cylinder Liberty aero engines, placed one in front and two behind the driver. While he is evidently not of the opinion expressed in America on the occasion of the Sunbeam records, that " Major Segrave moved too much iron," Frank Lockhart apparently is, and he is, therefore, constructing a car with two eight-cylinder 2-litre engines. If any of these cars succeed in their attempts, the Sunbeam Company will attempt to recapture the records with an entirely new car having two 4-litre engines, and a new torpedo type of streamlining.

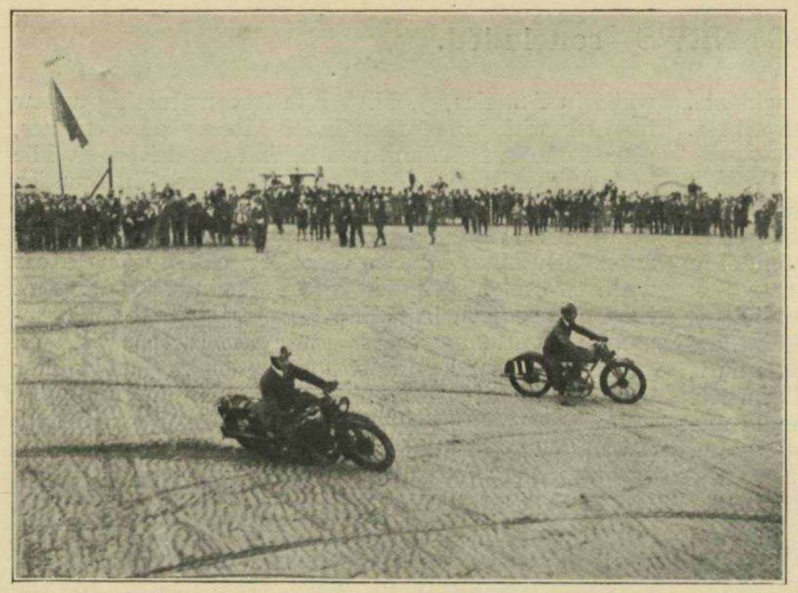
Interest is also centring on the contest which will take place at Indianapolis on 16th April, when M. Charles Weymann will race a Boulogne Hispano Suiza for 24-hours against Mr. Moscovics' Stutz. The race is for a bet of 25,000 dollars and arose from a discussion about the relative merits of French and American cars, a subject incidentally, which gave birth to the Bennet races some twenty-eight years ago. The Hispano will be driven by two French drivers, and it is obvious that they will have to work hard to become thoroughly acquainted with Indianapolis, which is a very tricky track. Incidentally, if the Stutz proves victorious, it will have to meet another challenge from Mr. Woolf Barnato to race against a 4½-litre Bentley in the Grand Prix d'Endurance ; this at any rate, should add an extra excitement to this already interesting race.

This form of competition is evidentally becoming infectious, for as well as the Weymann-Moscovics duel, George Duller and P. Turner have decided to run a 3-litre Bentley against a 3-litre Austro-Daimler for 24 hours on the Montlhèry track, each driver being the full time at the wheel. On the whole, therefore, it seems that the coming year will not be without its excitements.

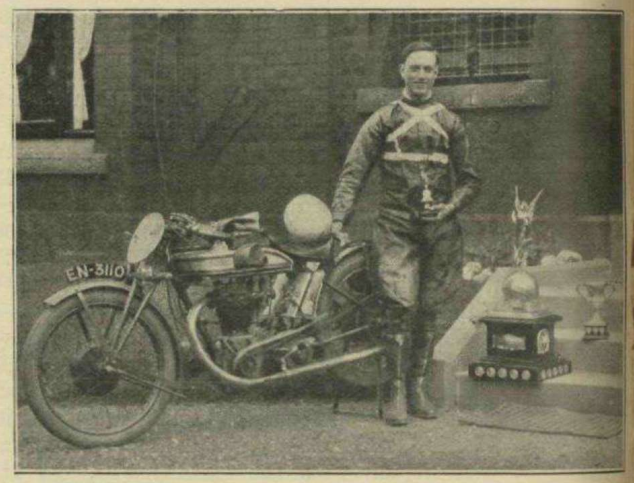


GREAT ACTIVITY IS PROMISED IN MOTOR-CYCLE RACING IN GERMANY DURING 1928.

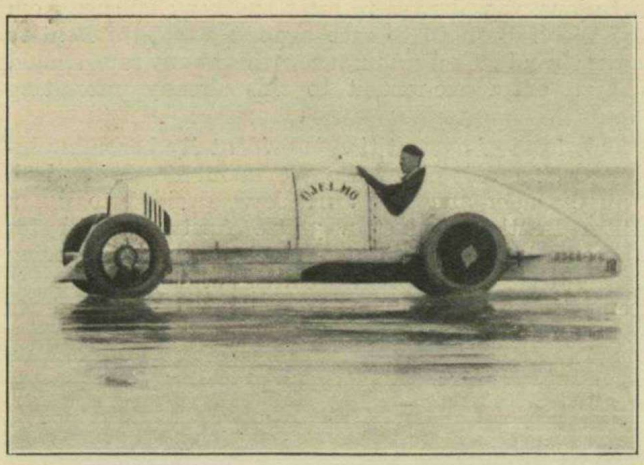
Some Events of



SAND RACING HAS CONTINUED WITH UNDIMINISHED POPULARITY.

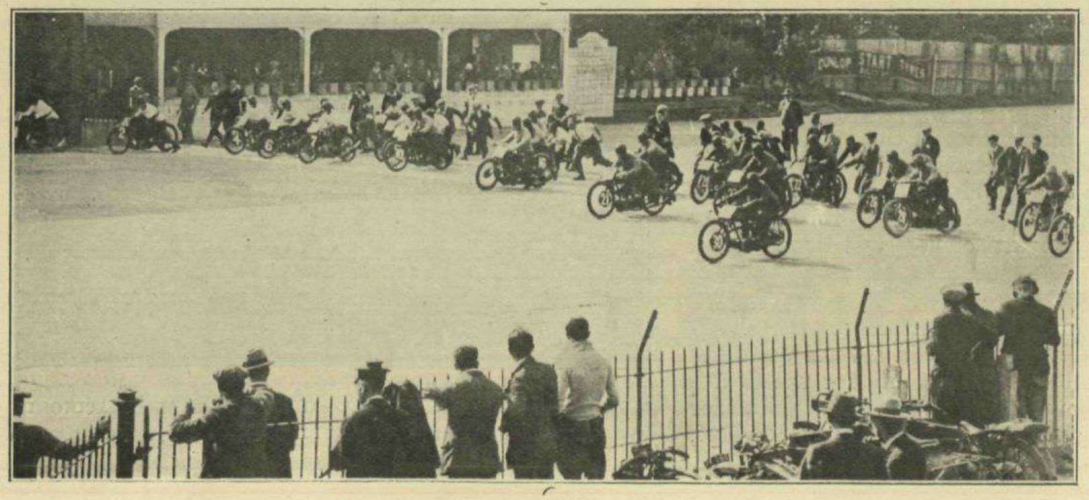


P. HUNT (NORTON) WON THE AMATEUR ROAD RACE IN SEPTEMBER.



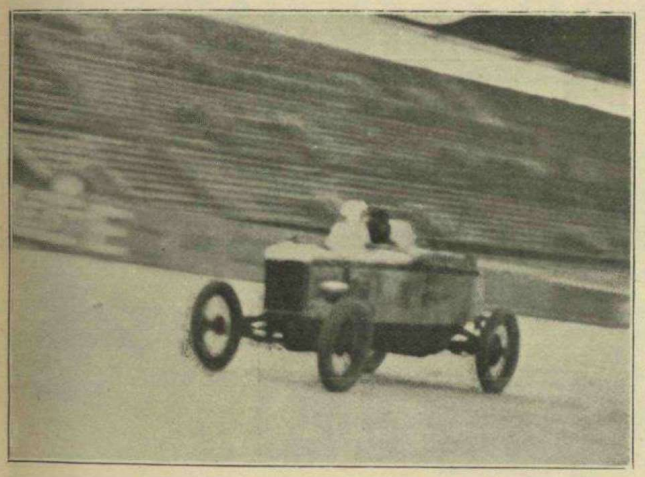
SIGNOR FORESTI, ON DJELMO, ATTEMPTING TO LOWER THE BRITISH KILOMETRE RECORD.

A REMARKABLE RUN WAS MADE BY A SINGER JUNIOR, WHICH AVERAGED 39 M.P.H. FOR 6 DAYS.



A VERY INTERESTING SEASON OF MOTOR-CYCLE RACING WAS PROVIDED BY THE B.M.C.R.C.

1927 in Pictures.

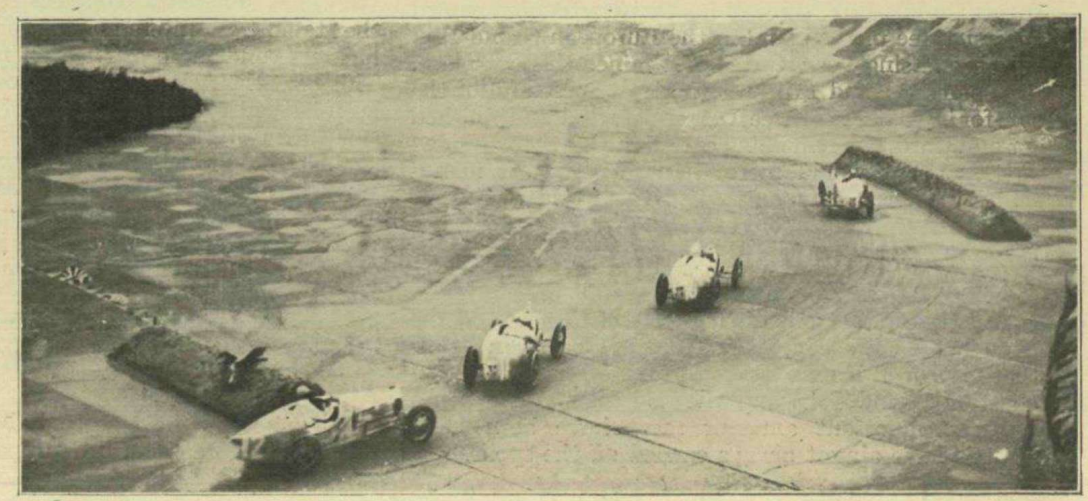


RECORDS UP TO 15,000 MILES WERE BROKEN BY MRS. AND THE HON. VICTOR BRUCE ON AN A.C. IN DECEMBER.

WINNERS OF THE A.C.U. FOOTBALL CUP—THE COVENTRY M.C.C.

OUTBOARD MOTOR-BOAT RACING HAS BECOME POPULAR—A "SUPER ELTO" TAKES TO THE AIR.

SIGNOR FORESTI'S WRECKED CAR AFTER OVERTURNING AT PENDINE.



"GRAND PRIX" CA EVENTS WERE USUALLY MONOTONOUS PROCESSIONS.

1927 IN RETROSPECT.

SPECIALLY CONTRIBUTED.

AS each year's racing season draws to a close, it is as well to give a critical glance at its results and notice the features which mark its story, and in this way it is perhaps opportune to attempt to investigate what 1927 has brought forth. The past year cannot be said to have been brilliantly successful from the motor racing point of view, though it was perhaps better than 1926, but nevertheless it presents certain characteristics which are worth noting.

French Pre-eminence.

In the first place France has now definitely regained her position as the premier motor racing country in the world. Hardly an important race in 1927 for racing cars proper has been won by a machine of any other nationality. If 1926 was a Bugatti year, the past season has been a truimphal procession for Delage. Out of the five races counting for the championship of the world, Louis Delage has won all four which were run in Europe ; but this is not the full tale of his triumph. In the French and British Grands Prix, three of his cars started and gained the first three places ; and in the European Grand Prix at Monza, a single car started and gained the first place. The Spanish Grand Prix was the least successful of the four, for in that race three Delages started and finished first and third, the remaining car falling by the wayside ; yet this result would more than satisfy most manufacturers. The Championship of the world has never before been won in so convincing a manner as by Louis Delage in 1927.

Though beaten this year in the championship races, Bugatti has not got out of the habit of carrying off the honours. A third consecutive Targa Florio win is another feather in France's cap, to say nothing of the San Sebastian Grand Prix and the 200 Miles Race ; and wherever important amateur races have been held, Bugattis have almost always carried off the spoils.

British Insignificance.

As a contrast to this, it is not encouraging to look at the part that England has played in this year's events. Enthusiasts in this country are sufficiently aware of our unenviable position, but it cannot be too often repeated that somehow we must pull ourselves together. The truth of the matter is that, as a motor racing country, England as become insignificant. In the French Grand Prix there is one amateur starter, who could not possibly hope to compete against cars with big organisations behind them ; in the other foreign championship races Great Britain is left unrepresented. Finally we run one of the races ourselves, and the only cars built in this country which can be found to compete in it are again two machines entered by amateurs. An impartial judge could only come to the conclusion that we are incapable of doing any better.

The Italian Collapse.

At the same time, France's other serious competitor, Italy, has suffered a complete eclipse. Of recent years the Italian cars entered have been expected to win every big race, and more often than not they have done so. This year their own big road race, the Targa Florio, has been left entirely in the hands of Bugatti, with only the small firm of Maserati attempting to put up any fight against the French cars. In the championship races, Italy is unrepresented at Montlhèry and Brooklands, and again only one Maserati appears at San Sebastian. In her own race at Monza she is represented by two O.M.'s, which having figured on the entry lists of the big races for the past two years without ever appearing are now old racing cars, and while able to beat the Americans, cannot live with the brilliant Delages.

American Isolation.

It cannot but be regretted that the Delages, having swept all before them in Europe, were not entered for

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1927 IN RETROSPECT—concluded.

the Indianapolis race. America, in fact, is becoming entirely isolated from the rest of the world as far as motor racing is concerned. The transatlantic 1500 c.c. racers are capable of winning races in their own country at far higher speeds than can be achieved with their rivals over here; yet the best American racing cars are easily beaten on this side, as happened this year at Monza. The cars are apparently built for the same rules, yet the difference in conception and execution between an American "straight" track racer and a European machine which has to meet something like road conditions is becoming more and more marked every year. It is a great pity that the time seems to have arrived when it is practically impossible for European racers to run in American races, and vice versa, with any hope of success.

The Position of Design.

As far as design is concerned, 1927 may be said to have set the seal on what may be described as the standard layout for a modern 1500 c.c. racer, as exemplified by the Delage. A straight-eight engine with a supercharger has been used this year by practically all the competitors in the big races—Delage, Talbot, Bugatti, Maserati, O.M., and Alvis. It is interesting to note, however, that Delage uses the Hotchkiss drive on his racing cars, which appears to be losing favour in the touring car world. Perhaps the most interesting design which the season has produced is the new 12-cylinder Fiat built on the principle of two 6-cylinder engines placed side by side with their crankshafts geared together. The idea is not new—it was used for aero engines by Fiat and Bugatti several years ago—but it is a novelty for a racing car, and the performance of the Fiats, after their brilliant victory in the Milan Grand Prix, will be watched with interest in 1928.

The Touring Car Races.

If the story of 1927 is not encouraging from a national point of view as far as the Grand Prix-type races are concerned, the performance of British cars in races for standard productions is distinctly meritorious. Thanks to Bentley, the two important touring car 24-hour events on the continent have both been won by British cars. The Grand Prix d'Endurance came very near to being a British grand slam, and would have been but for a mere accident; one can learn useful knowledge even from an accident, however, and in future it is certain that if one team has an undisputed superiority in speed over its rivals, it will not run in line ahead formation, and thus expose all its cars to elimination in a general mix-up. The victory, in spite of its accident of the crippled 3-litre Bentley driven by J. D. Benjafield and S. C. H. Davis, will always remain an epic, and even if the competition was not as keen as in the past, it is a great thing to have won a race with a car which was damaged in the early part of the race. The sequel to this in the form of the victory won by the 4½-litre car in the Paris Grand Prix at Montlhèry has proved to the hilt the present pre-eminence of Great Britain in this field of activity.

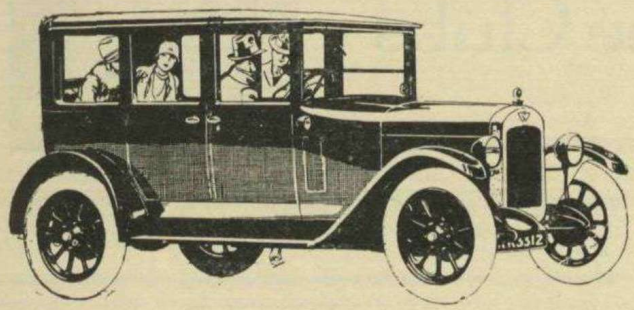
OUR COVER.

On January the 14th the Southport Motor Club held their first Beach Racing Meeting of 1928.

Heavy rain contrived to spoil sport to a certain extent by interfering with the ignition apparatus of many machines; however, some exciting races were witnessed by the few enthusiastic spectators.

Our cover illustration depicts C. F. Edwards (Brough-Superior) and H. A. Harben (o.h.c.-Norton) duelling in one of the sidecar classes.

AN INTERESTING COMPARISON IS PROVIDED BY THIS PICTURE AND THAT AT THE HEAD OF THIS ARTICLE, SHOWING THE RELATIVE DULNESS OF THE GRAND PRIX TYPE OF EVENT AND THE INTEREST ATTACHED TO A STANDARD CAR RACE. THIS SHOWS A SCENE IN THE ESSEX CLUB'S SIX-HOUR RACE.



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Round the Clubs

HONORARY DISTRICT AGENTS.

BARROW-IN-FURNESS, Lancs.	W. A. Singleton, 114, Sutherland St.
BASINGSTOKE, Hants. ..	Percy Watson, 1 and 2, Winchester Rd.
BLACKBURN, Lancs.	R. Jackson, 24, Cecelia Rd., Feniscliffe.
BLACKPOOL, Lancs. ..	T. Sharples, Rawcliffe Hall, via Garstang.
BLOXWICH, Walsall	Horace R. Millington, Wallington Heath.
BODMIN, Cornwall	W. H. Jenkin, Bodmin.
BOURNEMOUTH, Hants. ..	A. G. Cullwick, 6, Belvedere Rd.
BRIGHTON, Sussex ..	Lieut.-Commdr. John Havers, 35, Lansdowne Place, Hove.
BRISTOL, Glos.	R. G. C. Schwalm, 5, Grange Rd., Clifton.
BROMLEY, Kent	F. Wilson Smith, 32, Hammelton Road.
CARLISLE, Cumberland ..	F. Rowlands, "Douglas House," Nelson Street.
CARMARTHEN, Carmarthen	J. Jones, Nelson Hotel.
CLECKHEATON, Yorks. ..	F. A. Brown, "Hill-Crest," Whitcliffe.
DEVIZES, Wilts.	G. H. Oliver, 18 and 19, The Brittox.
DOOARS, India	H. Marshall, Esq., Matelli T. E. & P.O., Jalpaigun.
GRAVESEND	S. J. Gillis, "Comines," Wrotham Road.
LEAMINGTON SPA ..	E. B. Nelson, Riplingham.
MANCHESTER	E. O. Spence, Esq., 11, Liverpool Rd., Deansgate.
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PATELEY BRIDGE, Yorks.	G. Kingham, Colton Croft, Burnsall.
READING	S. W. Woollan, Caversham Motors, Ltd.
SCARBOROUGH, Yorks. ..	J. G. Bayne, 36, Trafalgar Sq.
STROUD, Glos.	W. E. Hayward, Bideford, Bisley Road.
TAUNTON, Som.	P. V. Hare, The Parade.
WOLVERHAMPTON, Staffs.	H. L. George, "The Homestead," Old Fallings Lane, Fallings Park.

Honorary District Agents are appointed by "Motor Sport" to further the interest in the sporting side of motoring and motor cycling.

We give on this page a list of the Honorary District Agents already appointed. Through these Honorary Agents we keep in touch with local events in all parts of the country, and with their co-operation we hope to increase the popularity of motor and motor cycle sport. Honorary District Agents will be pleased, whenever possible, to give assistance to motorists and motor-cyclists desirous of taking part in local events.

If you have any difficulty in obtaining "Motor Sport" in your neighbourhood, the nearest Honorary District Agent will inform you how you may obtain it.

RE-AWAKENING OF CLUB ACTIVITIES.

PROGRAMMES FOR 1928.

North Manchester Motor Club.

This active club, "The British Grass Track Racing Club," has an ambitious programme for 1928. The fixtures include :—

Feb. 25th.—Open Grass Track Meeting.
Apr. 14th.—Restricted Car and Cycle Trial.
May 5th.—Closed Grass Track Meeting.
July 7th.—Grass Track Grand Prix.
July 28th.—Reliability Championship Trial.

and other Social Runs and conducted tours. The Chairman and Press Secretary is Mr. E. O. Spence, 21, High Street, Rusholme, Manchester.

Brighton and Hove Motor Club.

The Club recently held a very successful Seventh Annual Dinner at the Grand Hotel, under the Chairmanship of their President, Viscount Curzon, the guests of the evening being the Mayor of Brighton and the Mayor of Hove, and these were supported by 120 members and their friends.

After an extensive Prize Distribution, the party enjoyed dancing in the Grand Hotel Ball-room until 1 o'clock, the evening being voted a great success.

Following upon this Social gathering, the Eighth Annual General Meeting was well attended and the officers of the Club were elected for the ensuing season.

It was unanimously decided to hold, if possible, two long distance trials this season ; the Brighton to Beer Trial on June 23rd, and a second trial to "pastures new," namely, some place in Yorkshire, aided by the kindly offered assistance of the Ilkley Motor Club ; the date for this was not fixed, but it will probably be early in September.

The Secretary's address is, C. L. Clayton, 10, Prince Albert Street, Brighton, Sussex.

Kent and Sussex Light Car Club.

The Fixture List of this Club includes, April 14th, Treasure Hunt, and on May 19th, June 23rd, August 11th, and September 22nd, Speed Trials at Lewes.

ROUND THE CLUBS—concluded.

The Secretary is Mr. R. Dallas Brett, 114, High Street, Hythe, Kent.

North Liverpool Motor Cycle Club.

The Acting Hon. Secretary of this Club, Mr. Harry Grist, 206, Walton Beck Road, Anfield, Liverpool, informs us that the Fixtures for 1928 include :—

January 29th, James Cup Reliability Trial ; February 26th, Sergent Cup Reliability Trial ; March 25th, Members Cup Reliability Trial ; Easter Sunday and Monday, Liverpool-Edinburgh Trial ; May, Marsden Cup Reliability Trial ; Whitsuntide, Liverpool-London Trial (proposed) ; July, Two Wednesday-evening Trials ; August 26th, Moss Cup Reliability Trial ; September 23rd, Wade Cup Reliability Trial ; October 28th, Bray Cup Reliability Trial.

Junior Car Club.

The Junior Car Club announces that the Grand Hall of the Connaught Rooms has been booked for Friday, December 7th, for the Club's 1928 Annual Dinner and Dance. This early announcement of the date will, it is hoped, enable the Secretaries of other Clubs to arrange suitable dates for their own functions and so avoid any possible clashing in dates.

Newcastle Motor Club.

The Hon. Secretary for 1928 is Mr. E. Willan, 42, Grey Street, Newcastle-on-Tyne. The Annual Meeting of the Club took place on January 26th, at the Central Exchange Hotel. There is a whist drive and dance fixed for February 15th, at the Grand Assembly Rooms (Lower Suite), tickets for which are 2s. 6d., exclusive of refreshments.

* * *

The R.A.C. has issued the following Closed Permit :—
26th February—Reliability Trial—Sunbeam M.C.C.

FRENCH HONOUR BRITISH MOTORISTS.

The Association France-Grande Bretagne, the vigorous society that works for the Entente Cordiale in France on the same lines as the United Associations of Great Britain and France, of which Lord Derby is President, in this country, held, on January 5th, a luncheon at the Automobile Club, in honour of the Hon. Victor and Mrs. Bruce.

Count Robert de Vogüé, President of the Automobile Club of France, congratulated the Hon. Victor and Mrs. Bruce.

Monsieur Philippe Crozier, Ambassador of France, said that all the world knew the tremendous performance that these two intrepid English motorists, together with the third driver, Mr. Joyce, had put up on the racing track at Linas-Montlhéry. One felt giddy to think of 24,130 kilometres covered in 220.32 hours, at a speed of 109.544 kilometres an hour. The vehicle, driven by the Hon. Victor Bruce, Mrs. Bruce and Mr. Joyce, who took turns at the driving wheel, passed the timekeepers' post 10,000 times. It was thus that they had beaten the record set up by Miss Violet Cordery. It was necessary to have not only audacity and moral tenacity, but splendid physique to conceive and carry out such an enterprise.

Among those present at the luncheon were Viscount Rohan, Count de l'Aigle, Count Liedekerke-Beaufort, Colonel Ferrus, Mr. de Lafreté, Mr. Chaix, Mr. and Mrs. André Citroen, Mr. and Mrs. Cahill, Captain Lhopital, Colonel Stewart, Count de Massignac, Mr. de Bretteville, Mr. and Mrs. William Bonnet and Mr. and Mrs. Camerlynck.

NEW STEYR SHOWROOMS.

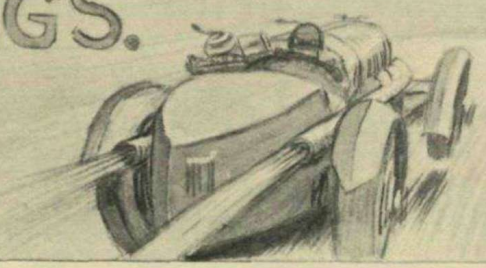
Mr. A. S. Forsyth, factory representative of Steyr cars for Great Britain and Ireland, has now removed from Sentinel House, Southampton Row, to 6, Upper St. Martin's Lane, W.C.2, where there are spacious showrooms for the exhibition of the Steyr models. Mr. Forsyth's telephone number is Regent 0729.

MR. HARRY GRIST, THE POPULAR SECRETARY OF THE NORTH LIVERPOOL MOTOR CYCLE CLUB.

AN ATTRACTIVE DISPLAY STAGED BY SHELL-MEX, LTD., IN CONJUNCTION WITH THE O.E.C. ROUND-THE-WORLD EXPEDITION.

RUMBLINGS.

EXHAUST NOTES



By BOANERGES

THERE is one howl I must utter this month, which will not be restrained, and it is about the recent semi-arctic weather which afflicted the land with varying ferocity. No, I am not about to complain because my car was a non-starter, nor yet because I executed some of the most gloriously uncontrollable skids I ever accomplished. These things were trifles to be expected during such atmospheric conditions. But what did, and still does, arouse my ire and causes the vials of my wrath to overflow, is the complete absence of any steps having been taken to minimise the dislocation of traffic consequent upon the deep snow.

In my part of the world, which is a village in Hertfordshire, not the slightest thing was done for days on end, either to clear away the snow from the roads, or even to clear a passage through the High Street of the village. This operation was left to the motorist himself, who was obliged to force a single-width track through the main street of the village, using his car as a snow-plough to the joy and gratification of all beholders, and doing work which Authority should have done for him.

The Authorities on this occasion, seem to have adopted the role of Persons of Entity, rather than an alive body, maintained by the public for the public weal and common good. To one who owns a car, contributes to the Road Fund and pays rates, the utter lack of any indication whatever of the existence of such Authority, reduces me to a state of frenzy, and the same tale of nothing attempted, nothing done, reaches me from all over the country.

* * *

I was in Coventry last week, and was pleasantly surprised to see that there is very great activity in the industry, surely the one booming industry in the country. All the factories are working on full time, and the majority on overtime. There seems every reason to except that my 1928 car, ordered at the Show, will be delivered next month. Is there any other trade wherein one examines one's intended purchase, orders it, and receives it three months later? Imagine entering Selfridges and being told that the piano on show can probably be delivered sometime in April!

* * *

While on the road just leaving Coventry, I was overtaken by a vehicle with a strangely familiar exhaust note, and there swept past a four-seater Riley bearing trade plates. There was a long exhaust pipe and Official Receiver sweeping from a bonnet of American cloth, and projecting from under the radiator was a large cylinder, from which issued sounds indicative of of blower. It looks as if Riley have something up their sleeves with a supercharger and six cylinders.

* * *

Lea-Francis is apparently to be among those present at the Track this coming season, as I hear they have taken over Capt. Miller's sheds—next door to the late Parry Thomas's abode—and that R. M. V. Sutton is busying himself thereabouts with matters not unconnected with high speed motoring.

* * *

My younger brother having departed for school, I have at last been able been able to sit down with the book which has engrossed him since Christmas. I refer, of course, to what must have been a best seller at Christmastide among boys—of all ages—*The Motor-Cycle Book for Boys* (Iliffe and Sons, Ltd. 6s. net.)

This annual represents enjoyment *in excelsis* for the young enthusiast, who, while having a certain knowledge of motor-cycles, is not deeply cognizant of technicalities. The book is produced and written by the staff of the *Motor Cycle* who have obviously revelled in their task. The articles are pleasantly written, with just the technical talk which the average boy can understand and enjoy, and the illustrations are of the first quality, whether in colour or half-tone. The photographs are excellent, and the drawings of Grimes, Gordon Crosby, and Radcliffe-Wilson, are splendid examples of their kind, although the overtaking rider in Grimes "A T.T. Duel on the Mountain" is a horrifying example of a Dreadful Menace.

The varied contents will appeal to all, from the article on the Motor-Cycle in the making, to "Ixion's" splendidly overdrawn story, "The Fourth Man." The double page in full colour of "Tanks of Modern Motor-Cycles," must prove the scene of terrific differences of opinion regarding the handsomest tank, while Gordon Crosby's drawing of events on a non-skid surface, should be framed.

Messrs. Iliffes are to be congratulated on a really excellent production, and altogether the Annual is the best of its kind I have ever seen; I look forward to the next edition.

* * *

While on the subject of motor-cycles, I have heard strong rumours regarding the presence of push-rod Nortons in the Junior T.T. this year.

* * *

I also hear that the Velocette concern will make, more than ever this year, a determined effort to win the Junior Tourist Trophy race. There seems promise of a terrific struggle in the Junior this year.

ACCESSORIES FOR THE 1928 CAR.

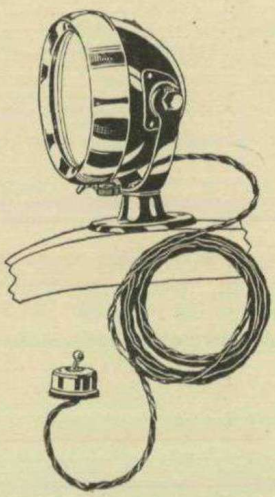
IT is at this time of the year, when the 1928 car is on the point of being delivered, or the 1927 car is being overhauled for another year of service, that the enthusiastic owner turns his attention to the matter of accessories for the embellishment and greater glory of his car.

To the sportsman the choice is somewhat simplified, in that he rejects with scorn any gadget which smacks of the touring car and which will not make for the greater efficiency of his motor. In this respect, anything approaching automatic cigarette lighters or electric foot-warmers is quite out of the question.

"Sportif" Flexible Steering-Wheel.

Of great interest to the man who drives far and fast is undoubtedly the flexible steering-wheel. An excellent example of this almost essential fitment is the "Sportif," marketed by the Patent Motor Products Co., 11, Store Street, Tottenham Court Road, London, W.C.1.

This wheel absorbs all shocks normally felt at the wrists, and while being supple to the grip, is sufficiently resisting for accurate steering. The wheel is built of steel spring spokes with wooden rim, and is obtainable from 40s. for a wheel of $15\frac{3}{4}$ ins. diameter to 55s. for Model S of 20 ins. diameter. Wheels are available in varying colours and ready for fitment to most standard cars.



THE DESMO FOG-LAMP.

"Desmo" Fog Lamp.

A useful lamp for driving in fog is produced by Desmo, Ltd., Desmo House, Stafford Street, Birmingham.

This compact little lamp is designed for fitting on to the dumb iron or any convenient place on your car. It will swivel horizontally to any desired position and the construction of its fork brackets allows of an upward and downward movement, so that during the fog the piercing amber rays of light can be directed at any angle required, hence, in a thick fog, the light can be quickly focussed on to the curb or edge of the road. If the fog is not so dense, a more forward light can be obtained. It is finished in Nickel and Ebony Black, and provided with a tumbler switch for screwing to the dash and a length of flex to connect the lamp to the switch.

Price 27s. 6d. complete, including switch and flex.

THE "ARTIC" GREEN RING NON-DAZZLE HEADLIGHT.

For the Night Driver.

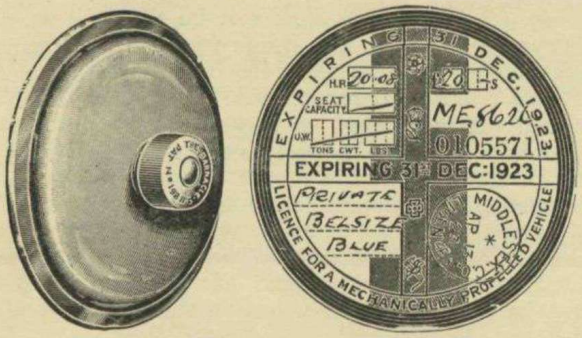
The "Artic" Green Ring Non-Dazzle Fitment is adapted for the Lucas type, 6-inch and 7-inch headlight. The use of this fitment entirely eliminates dipping, swivelling or dimming one's lamps. The light given by using the "Artic" fitment is a main beam of nearly two hundred and sixty feet, with a small 6-inch lamp, while the Non-Dazzle range extends over 150 feet, and side illumination at right-angles to the car is obtained to a depth of 50 feet. The prices of the "Artic" Fitment are 28s. 6d. for the 6-inch size, and 32s. 6d. for the 7-inch size. The makers are the Artic Fuse and Electrical Mfg. Co., Ltd., Birtley, County Durham.

For Ease of Starting.

A very efficient flameless heater is manufactured by Fredk. Pollard & Co. (Bearings) Ltd., Nottingham Road, Leicester, known as the "Thorm'x." This heater is designed for use under the bonnet on frosty

ACCESSORIES FOR THE 1928 CAR—continued.

nights, and, by reason of its working principle, is totally devoid of risk of fire. The Model 12 heater—for use under the bonnet—costs 30s. in nickel-plated finish.



THE BARNACLE LICENCE HOLDER.

Simple Licence Holder.

A holder which appeals by its very simplicity is the "Barnacle" holder, made by E. W. Puckert, Barnacle Works, Bensham Lane, West Croydon.

The holder is held to the wind-screen by suction, and is fitted or detached by a few turns of the knurled nut, thus dispensing with cover glass, screws or adhesive. Supplied in nickel-plated finish, black or brass, the holder costs 7s. 6d.

THE RUBBOLITE FLEXIBLE TAIL LAMPS.

Flexible Tail-lamps.

An unbreakable rear-lamp will at once appeal to anyone who has suffered from damaged lights due to bumps, vibration and bad roads. "Rubbolite" flexible tail-lamps are quite unbreakable and free from vibration, and are obtainable in the two types illustrated, priced 10s. 6d. and 7s. 6d., respectively. The makers are Flexible Lamps, Ltd., 59, New Oxford Street, W.1.

Gabriel Snubbers.

Of great importance to the sports car is the provision of adequate shock-absorbing devices on the road wheels. Famous among shock-absorbers is the Gabriel Snubber, which works on the principle of an expanding coil spring which is attached to the axle by a fabric belt. When the car springs compress, the coil expands, taking up the slack in the belt, then, as the rebound commences, the coil tightens gradually, thus damping out the rebound shock.

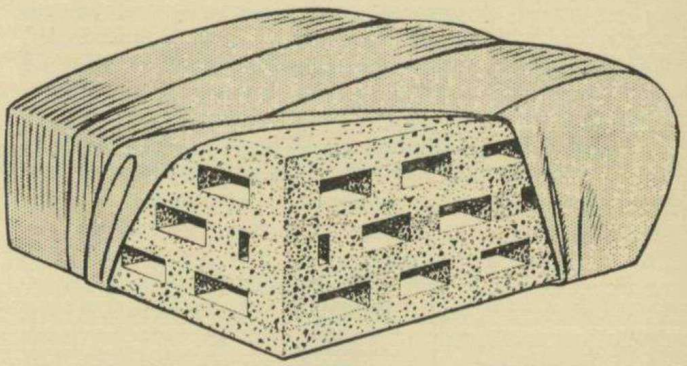
These snubbers are very easily fitted to any type of car, and prices range from six guineas to fifteen guineas, depending on the weight of the car.

Particulars are obtainable from the Gabriel Sales and Service Co., 550, Oxford Street, W.1.

An Excellent Fuel Filter.

Cox Carburettors, Ltd., of Lower Essex Street, Birmingham, produce an excellent type of fuel filter which can be fitted to any car. The filter definitely separates water from fuel, as well as molecules of foreign matter, allowing only pure fuel to reach the carburettor.

A glass cup enables the accumulation of dirt, etc., to be seen by the driver, and the cup can be detached, cleaned and replaced in half a minute. There are two models of the "Atmos" Filter, Model 02, priced at 14s., and Model 03, priced 30s.



A SECTION OF SORBO RUBBER UPHOLSTERY.

Rubber Upholstery.

A favourite upholstery for the sports car is the well-known Sorbo Rubber Sponge material. Its absorbent qualities will be apparent from the illustration, and the material represents an excellent method of securing comfort on a light sports car. Particulars as to price, etc., may be obtained from Sorbo Rubber-Sponge Products, Ltd., Sorbo Works, Woking, Surrey.

For the Sake of Appearance.

Most owners take a pride in the appearance of their car, but the labour and time, and the dirt and discomfort of washing down a car, discourage the most energetic. A method of cleaning, which is itself clean and easy, while it defers the next cleaning as long as possible, is presented by the Karspray Co., Old Ball Works, Horsforth, Leeds.

Their method will be seen, from the illustration, to be in the form of a syringe, which applies the polishing

ACCESSORIES FOR THE 1928 CAR—concluded.

mixture quickly and evenly. After waiting a few seconds, the dust, etc., can be easily wiped off with a damp cloth, leaving a brilliant lustre on the coachwork.

Complete car outfits of Karspray can be obtained in two sizes. No. 1 Sprayer and one quart tin at 9s. and No. 2 Sprayer with one quart tin at 7s. 9d.

Max-Pneu Tyre Pump.

Made by the Macbeth Patents, Ltd., Mere Green Road, Four Oaks, Birmingham, the "Max-Pneu" Pump has many interesting features, not the least being the incorporation of a pressure gauge. The pump is operated by both feet by an action as in walking up stairs, and will exert the maximum pressure with the minimum of effort. The price of the Max-Pneu, as shown, is 40s.

THE COMPLETE KARSPRAY CLEANING OUTFIT.

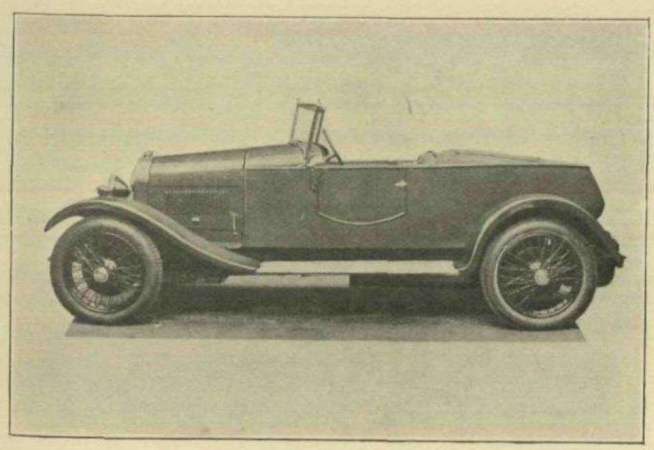
AFTERMATH OF THE GREAT SNOW.

It is calculated that over 2,000 frost-fractured cylinders have been sent to Barimar, Ltd., during the recent severe weather. Incidentally, we also learn that cracked water-jackets and burst radiators can be treated at the Barimar Repair Stations in Glasgow, Leeds, Newcastle, Manchester and Birmingham equally as well as in London.

NEW SHOWROOMS FOR BUGATTI IN THE WEST END—PREMISES OPENED IN ALBEMARLE STREET.

An event of considerable interest to the connoisseur in motors is the recent opening of West End showrooms by Ettore Bugatti.

There has been, of course, a service depot at Brixton Road since 1925, and the Grand Prix models of this famous *marque* have been handled in London by Captain Malcolm Campbell at his St. James's Street showrooms. This arrangement will continue unaltered, but a full range of Bugatti cars will now be open to inspection at 12, Albemarle Street, Piccadilly, where the new Bugatti showrooms were opened in September, 1927.



THE POPULAR MODEL 40 BUGATTI, FITTED WITH AN ATTRACTIVE YACHT BODY.

The new showrooms are worthy of the cars they exhibit, and are comparable with any showrooms in the West End of London. The interior decoration is carried out in the Neo-Palladian style, employing polished mahogany, whose columns, with richly carved capitals, lend a pleasing dignity to the panelled walls.

In view of this recent development of Ettore Bugatti, it is interesting to recall the first appearance of his cars in this country. He first began making cars in 1898, with one model, which was one of the earliest types of light car.

Prior to 1925, for many years the Bugatti cars were handled in Great Britain by the sole concessionaires, Messrs. Charles Jarrott and Letts, who were the sole representatives for the *marque* until the opening of a branch of the factory at 1 and 3, Brixton Road, S.W.9, in 1925, which is still the service depot and head office of Ettore Bugatti for Great Britain and the Empire.

When the service and repair organization was working efficiently, the showrooms were opened in the West End, where a suitable range of Bugatti cars are always on show.

COLONEL JARROTT'S BOOK.

On page 189 of this issue of *Motor Sport* is an announcement giving particulars of Colonel Jarrott's great book on motor racing. Colonel Jarrott is one of the pioneers of motoring, and every motorist or motor cyclist should read this remarkable history of the early days of the sport.

SPORTING MACHINES ON TEST.

THE 172c.c. BAKER.

By R. L. WALKERLEY.

A FEW years ago it was said, by those who considered themselves authorities in such matters, that the day of the two-stroke was done, and had one murmured anything concerning the use of a small two-stroke as a high-efficiency sports motor, one would have been greeted with derisive laughter. The idea of a two-stroke and speed was regarded as incongruous, impossible and absurd.

To-day, a glance through the catalogues of the leading manufacturers, hitherto famous, many of them, for the production of large four-strokes, and in two or three cases for the manufacture of big twins, would show a sudden and unmistakable interest in the smallest of motor-cycles—the 175 c.c. two-stroke. Nor do these catalogues designate these models only as utility touring machines but also as sports models!

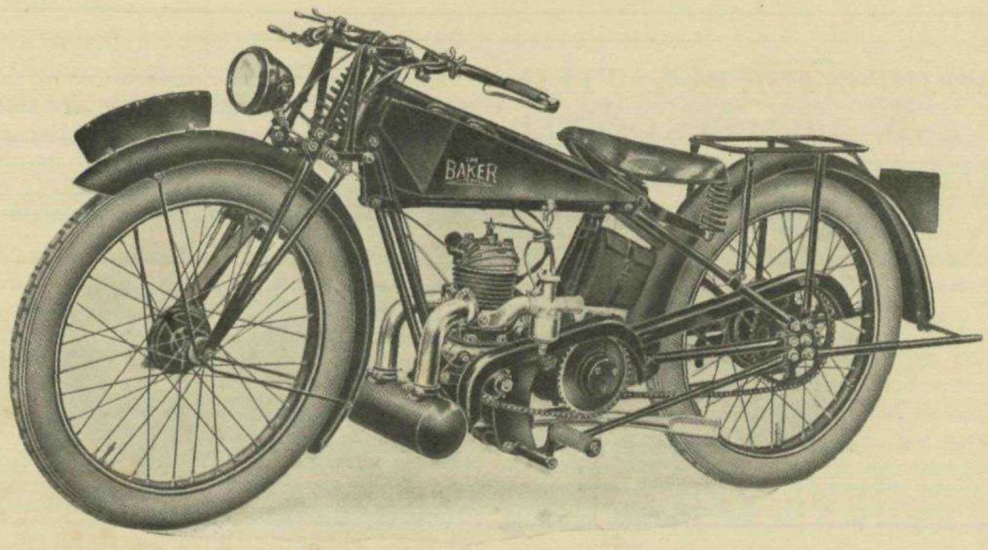
This state of affairs has been brought about largely by the constant and unswerving efforts of the Villiers Engineering Company, whose faith in the possibilities of the small two-stroke seems well founded.

Our respect for the products of this firm has always been great, and we reviewed, some months ago, a well known *marque* incorporating the Villiers engine in the design. This machine was interesting as regards its triangulated frame, and we now have had the pleasure of testing another Villiers-engined motor-cycle, again with a frame which is noteworthy in its unconventional lay-out.

By the courtesy of Mr. R. S. Inglis, the London distributor, we were able to road-test the *1928* 172 c.c. Baker, with Villiers super-sports engine.

We have often ridden astride a Villiers 172 c.c. super-sports engine and been impressed by its astounding power and capacity for sustained revolutions at tremendous speeds per minute, and our chief criticism, hitherto, has been the somewhat uncertain steering when flat out, or over rough stuff, owing to the light weight of the machine.

As soon as we sat astride the Baker, the feeling of being seated on a " miniature " disappeared, and we had the impression of a medium-sized sports machine,



THE 1928 172 C.C. SUPER SPORTS BAKER.

low built and compact, with a low saddle position. This is, no doubt, due, in some measure, to the 25 × 3 inch tyres fitted.

Our way lead us through London's densest traffic, and we found the Albion three-speed gear-box to be a joy to use. A slight touch sufficed to move the lever from notch to notch, and the lever, being mounted low down on the saddle tube, was easy of access but out of the way when not needed.

The two levers of the Villiers carburettor proved invaluable, as the jet could be closed right down for traffic work on the lowest gear of 19-1, on which the engine continued to turn over without the slightest splutter, if the throttle were regulated to a nicety.

As we slipped out of London, darkness, with grey

SPORTING MACHINES ON TEST—continued.

wisps of mist, fell upon us. Then we switched round the plug at the base of our little headlamp, and instantly the road was flooded with light. The flywheel lighting system proved perfectly efficient and provided a quite adequate driving light for speeds up to about forty miles per hour. If middle or bottom gear were engaged, the resultant illumination was simply extraordinary in its brilliance, and on steep, rough hills we blessed this peculiarity of the lighting system.

Mechanical Silence.

As always, we were immensely struck by the utter mechanical silence of the machine. There was no sound except the high-pitched drone of the engine and the subdued hum of the large tyres on the frost-bound roads. The gear-box seemed non-existent from aural evidence, and the swish of the chains was scarcely noticeable.

The feeling of being astride a large machine, which had struck us immediately on taking over the Baker, was rendered even more positive as we hummed along, maintaining a steady thirty to forty miles per hour. We knew the road as the palm of our hand, and every bump, rut and pot-hole was charted in our mind. Time after time we traversed sections of road which were riddle with rain-worn holes, and we instinctively gripped the machine the tighter with wrists and knees. But to our unbounded astonishment, the crushing jar we expected did not materialise, and we glided smoothly over bumps which had shaken us on many 500 c.c. machines. What greater argument can be extended in favour of large tyres and large saddles on small motor-cycles?

On the Trials Course.

Pleased with our run of the night before, we next day, in a steady down-pour, set out to cover a trial's course in the neighbourhood, over which we have tested many machines. Having had experience on this course, when wet, riding other 175 c.c. machines, we fully expected to "part from the model" on many and various occasions.

Nothing of the sort happened. We slipped along greasy, twisting lanes at an excellent pace, the machine adhering to the road like glue, and although heeled over on corners as to touch with the foot-rest, there was never a suggestion of an uncontrollable skid. We slipped a little here and there, but this was due to a certain recklessness, born of our enthusiasm for this little motor-cycle.

Half the course was accomplished in excellent time, the engine running absolutely like clock-work, although pushed hard and driven flat for miles at a time.

At length we arrived at the Colonial section which commences on a steepish gradient composed of large ruts running longitudinally interspersed with loose stones and outstanding flints. The gradient flattens and the track becomes a field, which, in wet weather, develops that oozy slime peculiar to sodden, worn grass.

On this section every machine we have ever ridden has developed extraordinary antics. Machines of great repute, as regards steering, have turned right round, and others, lauded for their road-holding, have incontinently turned upside down.

No, the Baker did *not* go through without deviating from the straight. We did *not* accomplish a feet up—smoking a cigarette—waving to admirers—passage. Nobody ever has when the course has been wet for long. The Baker was defeated by gravity precisely three times, but on none of those times did we sit down. Herein lies the great joy of the ultra-lightweight: each time the machine slid from under us, we stood up over it, yanked it up again, and were proceeding on our acrobatic way in as many seconds as it takes to read this.

We emerged from the Colonial section tremendously impressed with the handiness of the Baker, and thought of the heavy weight of powerful motors over the same ground.

We completed the course without further incident and without stopping the engine since we started. Even when the Baker sat down in the Colonial section we retained our hold on the clutch with the engine firing. We finished the course of just thirty miles in one hour, twenty five minutes—twenty minutes longer than on a racing 500 c.c. machine on a dry day. We found the Baker easily capable of 50 m.p.h. and possibly 55 m.p.h. under good conditions.

At the close of the test the engine was as fruity as when we embarked upon it, despite continuous full throttle, and a steady gear-winding procedure throughout the test. We must confess that the acceleration of the engine enticed us into much needless gear-changing, but we were simply fascinated by the jump-away and aeroplane sound from the engine when we changed down for acute bends and steepish hills.

Fuel Consumption.

After our test, we examined the petrol tank, and were astonished to see that apparently we had used no spirit at all, as there appeared to be exactly as much in at the finish as when we left London the day before. The makers claim of approximately a hundred and fifty miles per gallon seems well authenticated and extremely probable.

There was only one point we have to criticise on the Baker, and that was the sight-feed of the oil pump, which is let into the top of the tank. We knew the engine was being adequately lubricated by the bluish haze from the exhaust, but we were quite unable to see the drip, drip of the oil as we were in motion. This we feel sure, can, and probably will, be easily altered in the coming year.

The Baker frame is well-known and needs no introduction here. Suffice it to say, that including the forks, the whole frame is built up of straight tubes bolted together, and is of duplex construction. The handlebars are adjustable, and the same applies to the footrests. The brakes are operated by foot and hand on the rear and front wheels respectively, and are perfectly up

SPORTING MACHINES ON TEST—concluded.

to their work. The machine may be had in two finishes of cellulose enamel, either in an attractive light buff, or all black if desired.

The machine we tried, and which impressed us so greatly for its steady power output and its feeling of "bigness," is known as Model A, and costs £37. The sole London distributor is R. S. Inglis, 26, Upper Marylebone Street, Great Portland Street, London.

RECORD BREAKING UNDER DIFFICULTIES:

Motor-cycling is becoming exceedingly popular in Rhodesia, where, until a few years ago, mechanical transport was seldom seen, and the first Rhodesian records have now been recognised by the Motor-Cycle Union of South Africa. Record breaking attempts, however, are not carried out under the same favourable circumstances as they are in Great Britain.

One of the first batch of records was that acquired by G. W. Lowe, who attained a speed of 60 m.p.h. on a Francis-Barnett fitted with a 172 c.c. Villiers two-stroke engine. Lowe, in the course of an interesting letter home, writes as follows :—" A speed of 60 m.p.h. may appear rather slow to you, but when it is realised that this speed was made on an ordinary gravel road at an altitude of 5,000 feet above sea level with a 13 stone rider, it puts rather a different complexion on the performance. I think that the altitude alone makes a reduction of 6 or 7 m.p.h. in maximum speed."

SILENCING OF MOTOR CYCLES.

Issue of Efficiency Certificates by the Automobile Association.

Arrangements have been concluded between the Automobile Association and the British Cycle and Motor Cycle Manufacturers and Traders Union, Limited, whereby the Automobile Association has inaugurated a scheme for certifying the methods of silencing motor cycles.

Certificates of efficiency will be issued by the A.A. in respect of current models of motor cycles, which the manufacturers submit to the Association for examination.

This step has been initiated, not only for the protection of motor-cyclists against unjustifiable prosecutions, but to secure the co-operation of both manufacturers and motor-cyclists in the production and use of motor cycles which fulfil the requirements of the law.

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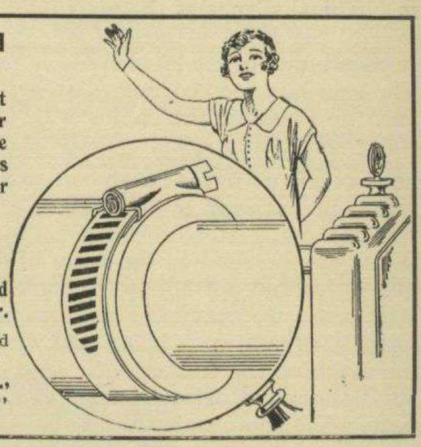

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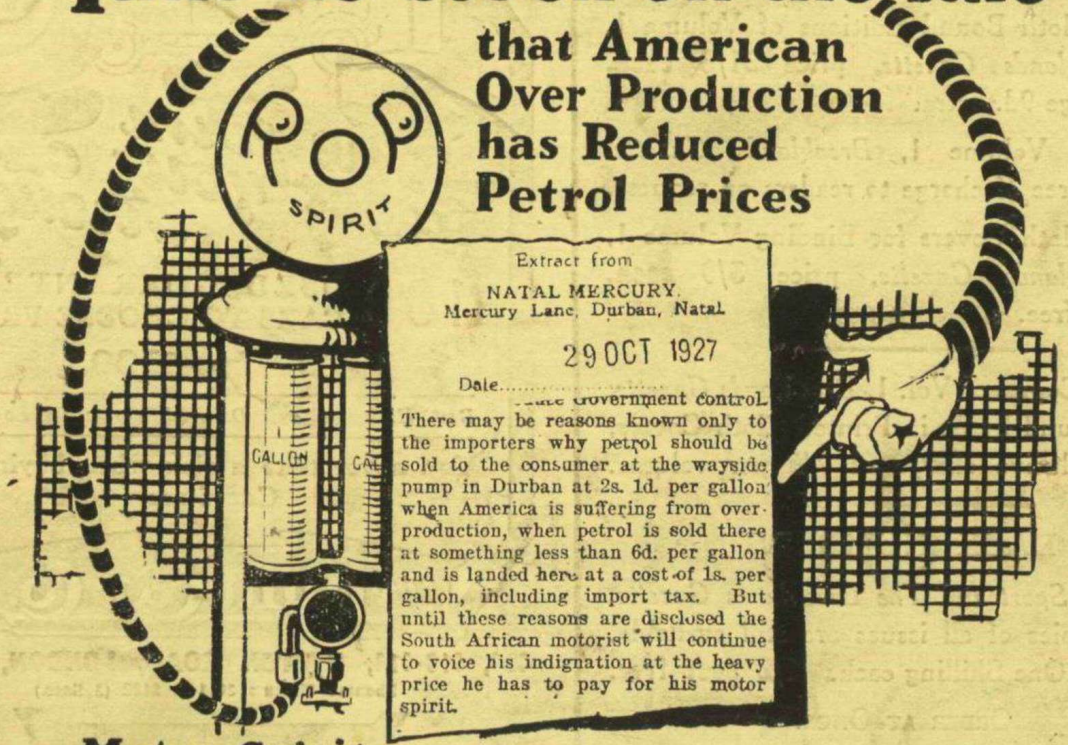
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NATAL MERCURY.
Mercury Lane, Durban, Natal.
29 OCT 1927
Date.....
There may be reasons known only to the importers why petrol should be sold to the consumer at the wayside pump in Durban at 2s. 1d. per gallon when America is suffering from over-production, when petrol is sold there at something less than 6d. per gallon and is landed here at a cost of 1s. per gallon, including import tax. But until these reasons are disclosed the South African motorist will continue to voice his indignation at the heavy price he has to pay for his motor spirit.

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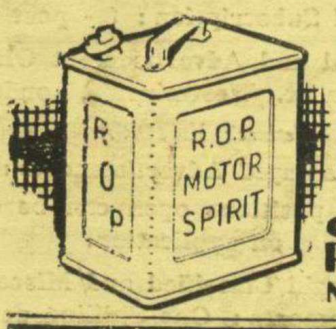

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